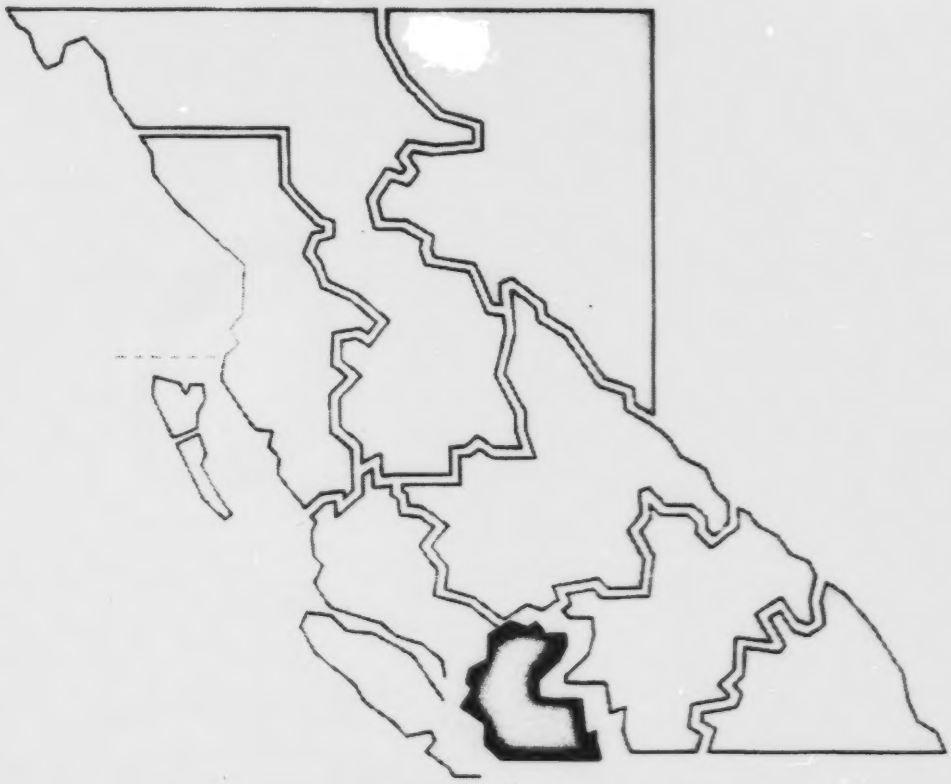
Mainland-Southwest – Region 2

Squamish-Lillooet Regional District
Transportation Committee Recommendations



FREEDOM TO MOVE

89-06182/

THE SQUAMISH-LILLOOET REGIONAL DISTRICT

TRANSPORTATION STUDY SUB-COMMITTEE

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EXECUTIVE SUMMARY

The Regional District of Squamish-Lillooet is looking forward to a substantial growth over the next ten years. However, this growth is dependent on proper transportation facilities to the area, as illustrated on Exhibit 1. The completion of the Microwave Landing System in Pemberton will add impetus to air travel to the area. However, it will still leave the road access as a major restriction to the area's growth.

The key ingredient to a strong tourism-based economy for this area is the paving of the Duffey Lake Road which will complete a circular route to provide one of the most scenic tourist trips in the world, starting up Howe Sound, through Whistler, Pemberton, Lillooet, back through Lytton, the Fraser Canyon, Hope and Vancouver.

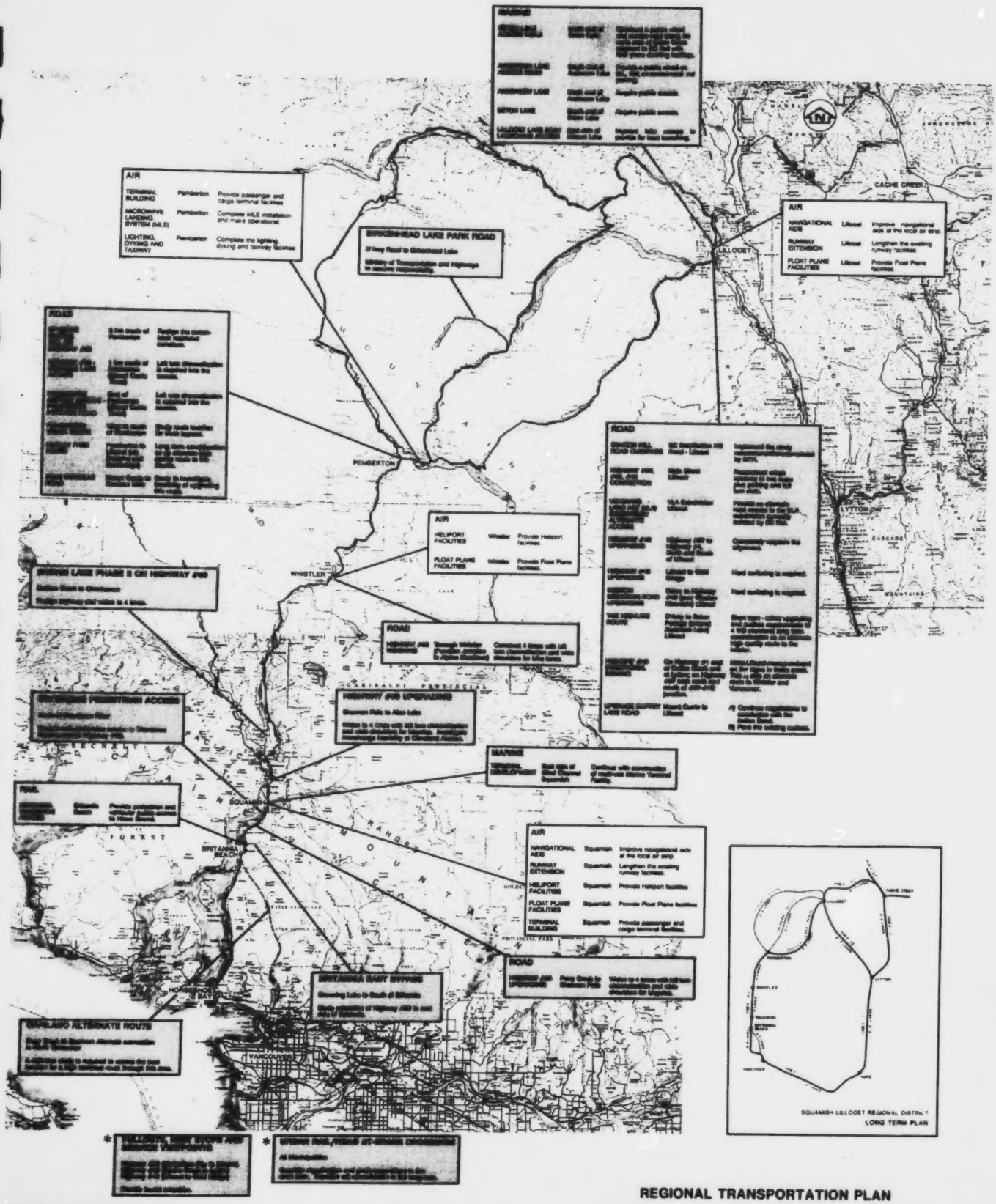
Highway #99, south of Whistler, is still a bottleneck for the whole development. The preliminary analysis of upgrading Highway #99 was carried out in 1983. Since that time considerable money has been spent on Highway #99 and its standard has improved considerably. However, most of it is still only two lanes with restricted curvature and it will be very expensive to upgrade to the capacity that we require into the year 2000. A definitive study is required using more accurate mapping to establish comparative costs of:

A. Continued upgrading of Highway #99 to four lanes with no post barrier, versus

B. Development of an alternative corridor up Capilano while allowing Highway #99 to continue to provide local access and a highly valuable scenic tourist route.

This study needs to be implemented immediately so that action can be taken to improve the capacity and safety of the route from Vancouver through to Whistler, Pemberton, and Lillooet.

With this route in place at the proper standard, the area will grow significantly, attracting tourists from all over the world and hence improving the economic base of British Columbia.



DELCAN

REGIONAL TRANSPORTATION PLAN

SQUAMISH-LILLOOET REGIONAL DISTRICT

EXHIBIT 1

1.0 INTRODUCTION

The Squamish-Lillooet Regional District is situated north of Vancouver, extending from Lions Bay through the scenic Pacific Coast mountain ranges to the Fraser River and the interior of British Columbia at Lillooet. It includes the District Municipalities of Squamish, Whistler, Pemberton and Lillooet as well as numerous rural settlements and a large area of rugged mountains.

The District Municipality of Squamish is approximately 35 km in length from north to south and the most southerly populated centre in the Regional District. Squamish has a well developed economy based largely on the forest industry, along with two chemical plants, a B.C. Rail maintenance facility and a deep-sea port. Being well located between the mountains and the sea, it encourages a growing tourist industry which attracts mountain climbers and wind-surfers, and plays host to the Royal Hudson Steam Train passengers who arrive daily through the summer season.

Businesses also benefit from their location on the well-travelled route to the ski-resort area of Whistler. While Squamish suffered a slow economy and low population growth between 1981 and 1987 due to the hard times suffered by the forest industry, they are now projecting a substantial population growth rate through to the year 2000 and are experiencing an increase in residential development.

The Resort Municipality of Whistler is located 50 km north of Squamish on Highway #99, two hours drive north of Vancouver and at an altitude of 2200 ft. above sea-level. Incorporated in 1975 by a special Act of the Provincial Government it is best known for it's world-class ski areas which provide the longest ski-runs in North America. Whistler hosts numerous winter events and promotes a growing number of summer attractions which take advantage of the local lakes and scenic location. There were over one million ski visitors to the resort in 1987/1988 and approximately 236,000 summer visitors. Most of these visitors come by road from points in B.C., Ontario, or Washington State.

The permanent population has grown from 1,000 in 1980 to 2,400 in 1988 at an annual rate of 17% and is projected to reach a total of 4,800 by the year 2000. The largest employers in the area are the ski industry, hospitality and retail businesses. With the relatively high cost of local housing, approximately 22% of the part-time and permanent staff of these businesses commute from other communities in the district. The economic "boom" in Whistler continues. Based on construction building values and ski area

expansion, over $200 million has been invested in Whistler in the past two years.

The Village of Pemberton is located in the Pemberton Valley, a 35 km drive north of Whistler on Highway #99. The valley has a population of 2,500 people, 380 of which live in Pemberton Village. Because of lower housing costs, an increasing number of people employed in Whistler choose to live in Pemberton. Forestry is a major economic activity in the Pemberton area, with people employed in logging, hauling and sorting, tree planting and fire protection. The area essentially exports logs to Squamish and the Lower Mainland for processing. The Pemberton Valley has an estimated 10,000 acres of arable farmland and 64 farms. Agricultural products produced include seed potatoes, beef, hay, nursery products and vegetables. The market for these products may be stimulated by the increasing demand for these products in Whistler and, to a lesser extent, in Squamish. It is not anticipated that there will be significant employment increases in agriculture. The Pemberton Airport has a 4,000 foot paved runway and has recently installed a sophisticated microwave landing system that will facilitate Air B.C., DeHavilland Dash 7 and Dash 8 aircraft service for passengers travelling to and from Whistler and other destinations from Vancouver and Seattle. Studies have projected air traffic in the range of 40,000 annual passengers in the first year growing to 80,000 annual passengers after a decade. If the Meager Creek geothermal energy generating project near Pemberton is completed then it may have significant environmental, economic and social impact on the future development of Pemberton. A new highway to Lillooet would also have significant effect on the area due to the new employment opportunities resulting from increased tourist and commercial traffic on the highway.

Lillooet is a village of approximately 1,800 people located on the Fraser River at the north end of the regional district. It is accessible from Pemberton by rail or by gravel road, and to other centres by Highway #12. The main employment of Lillooet is based on lumber and wood products industry, service industries and small businesses, along with B.C. Hydro, rail, mining and agriculture. Future plans include the expansion of tourism oriented services which will increase the employment base. There are also local reconstruction plans which include improvements to the airport runway and terminal which, in conjunction with recommended improvements to the Duffey Lake road, would increase the traffic through this centre and stimulate the local economy.

Past and future population trends for the Squamish-Lillooet Regional District are shown in Table 1.1.

Table 1.1

Population Counts and Population Projections
Squamish-Lillooet Regional District

Area	Census 1976	Census 1981	Census 1986	Estimated 1988	Projected 1995	Projected 2000
Squamish	8400 (3)	10272	10157	11000	12069 (2)	13225 (2)
Whistler (4)	<1000	1369	2002	2402	4100 (3)	4823
Pemberton	254	282	347	350 (3)	n/a	n/a
Lillooet	1600	1725	1758	1780 (3)	n/a	n/a
Regional District (1)	19743	22877	27270	29218	26354	31210

Note: 1) Estimated Regional District figures provided by Central Statistics Bureau
Includes rural areas, unincorporated settlements and indian settlements
2) Based on 2% projected annual growth
3) Approximate figure.
4) Permanent Population
5) Pemberton Village Only

2.0 OBJECTIVES OF THE REGIONAL TRANSPORTATION PLAN

In November 1988 the Honourable Neil Vant, Minister of Transportation and Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The Province of British Columbia Strategic Transportation Plan 1990-2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. To determine the present and future transportation needs and priorities of each Region.

2. To analyze issues and provide support documentation for recommended improvements.

3. To recommend to Government a transportation plan that included short and long term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the Region and its residents. Community input formed an integral part of the process.

The Mainland/Southwest Region has established six sub-committees, one for each Regional District, to prepare transportation plans as a basis for the development of an integrated regional plan. This report documents the transportation plan for the Squamish-Lillooet Regional District.

3.0 PLANNING PROCESS

A Regional Transportation Planning Committee was established to prepare the plan.

The Committee held several meetings to prepare and receive briefs in order to prepare the report.

Submissions were received from:

- School District No. 48, Howe Sound
- Seton Portage-Shalalth District Chamber of Commerce
- Seton Portage-Shalalth District Board of Trade
- The Corporation of the Village of Lillooet
- Lance Iverson, Britannia Beach
- Britannia Beach Community Association
- Economic Development & Transportation Committees of the District of Squamish
- Gold Bridge Chamber of Commerce
- B.C. Coalition of the Disabled
- Novacorp Consulting Inc.
- Brent Wallace, re: Heliport and Float Plane base for Whistler

The concerns found in these submissions have been addressed in Chapters 4, 5 and 6.

Public meetings were held in:

Lillooet:	at the Village office on May 16, 1989 5:00 - 8:00 p.m.
Pemberton:	at the Village office on May 18, 1989 5:00 - 8:00p.m.
Squamish:	at the Civic Centre on May 19, 1989 3:00 - 6:00 p.m. and 7:00 - 9:00 p.m.
Whistler:	Conference Centre on May 20, 1989 2:00 - 5:00 p.m.

4.0 TRANSPORTATION ISSUES

Deficiencies and issues are listed below by mode for each area of the Region.

ROAD

Lillooet

- Railway cuts arterial road (Station Hill Road) - this causes delays to vehicular traffic.
- Main Street through town - requires upgrading to reduce congestion.
- VLA subdivision is isolated by BC Rail and has no alternate road access. A planning study is required to establish a plan to provide access to VLA.
- Continuation of 300 m of two lanes Columbia St. to Mount View Rd. is required.
- Lillooet has poor access to other areas of the Province.
- Highway #12 - poor alignment and safety consideration.
- Highway #40 to Gold Bridge, Seton, Shalalth and Bralorne is presently gravel and requires hard surfacing.
- There is no public road access from D'Arcy to Seton.
- Mission Mtn. Road is in sub-standard condition and requires improvement.
- There is a lack of scenic pullouts or rest areas on Highway #12.
- Directional signing in the area is poor. More prominence should be given to alternate route signing from Highway #1 to Lillooet and Whistler via Highway #12.

Pemberton

- Lack of legal southern access through Mount Currie Indian Band and Lillooet could restrict upgrading of the Duffey Lake Road.
- Suicide Hill - 5 km south of Pemberton - switch backs restricted curvature and very dangerous.
- One Mile Lake - poor access off Highway #99 - 1 km south of Pemberton.
- Pemberton - Mount Currie Road - poor access to Pemberton Airport.
- Railway trains restrict access and egress.
- Heavy truck traffic through downtown area conflicts with local traffic safety.
- No dedicated R.O.W. or maintenance for road to Provincial park at Birkenhead Lake.

Whistler

- One at-grade rail crossing at entrance to town - presently signalized.
- Capacity - congestion on Highway #99 through Whistler. (Function Junction to Alpine Meadows). Accidents and safety are also a concern.
- Left turn access into developments and local streets are a capacity and safety problem.

Squamish

- Dramatic increase in volume - safety factors.
- Increases local government costs: police, ambulance, fire.
- Decreases image because of dangerous road.
- Potential highway to north; 100 km shorter than interior route.
- Conflicts - people and goods.
- Capilano Route conflicts - environmental.
- Lack of access to Sunshine Coast.
- Lack of plans - especially through Squamish.
- Highway most important feature and most significant of the deficiencies.
- Valleycliffe and downtown only one entrance/exit to each.
- Industrial traffic through downtown conflicts with local traffic.
- Difficulties entering and exiting Highway #99 through Squamish - controlled/uncontrolled.
- Speed limit through urban area too high.
- Inadequate lighting.
- Highway #99 south of Squamish - conflicts with sightseers/ industrial/commercial/commuters.
- Lack of northbound traffic view points.
- Highway closures during construction.
- No pedestrian crossing on Highway #99 for School Crossing at Stawamus Indian Band.

Britannia

- Speeds too high through area. Lack of enforcement.
- Difficult and dangerous to enter and access highway.
- Highway closures.
- Lack of safe pedestrian access across highway and railway.

RAIL

Britannia

. Lack of waterside access. Requires study/planning to provide safe vehicle and pedestrian access to Howe Sound.

Squamish

. Rail cuts off town centre, causes delays and crossing problems.

. Policy Issues:

- Dangerous Goods
- Freight Rate Inequities
- Property Tax Exemption
- Lack of Passenger Emphasis
- No public input in planning
- Lack of intermodal planning
- Passenger schedule not conducive to commuting

Lillooet

. Policy Issues:

- Enhance passenger carrying stock
- Addition of lumber carrying capacity - lumber/log carriers
- Passenger scheduling - longer stopover time required for Seton school children, shopping and tourism.
- Rail Sidings - all communities
- Erosion of existing industrial and passenger facilities and maintenance work.

MARINE

. Policy Issues:

- Access to public - Seton Lake, Anderson Lake, Squamish
- Lack of port local administrative body at Squamish
- No port plan at Squamish
- Port traffic conflicts: recreation, booming, shipping, sea planes
- Conflict of environmental/industrial growth
- Longshoring costs (hiring done in North Vancouver)
- Marine rate structure

- Lack of Cruise Ship docking/anchoring facilities
- Squamish-channel unstable

AIR

Lillooet

. Lack of navigational aids
. Runway extension - 4,000 to 5,000 ft.
. Lack of terminal

Pemberton

. Lack of lighting, terminal, dyking, taxi way
. Lack of MLS implementation

Whistler

. Heliport requirement
. Float plane facilities

Squamish

. Runway length
. Lack of traffic control
. No Helipad
. No float plane facilities
. Lack of Air Services plan

GENERAL

. Custom facilities

5.0 PROPOSED PROJECTS

A plan for the transportation needs of the Squamish-Lillooet Regional District is shown on Exhibit 1 and on the accompanying tables. A Short Term Plan for the next five years is shown on Table 5.1. A Long Term Plan for needs to the year 2000 is shown on Table 5.2. A summary of both the Short and Long Term Plans is outlined below.

The plan is based on the transportation committee's own local experience and the input from the public and submissions received. This is derived from first hand experience driving the facilities every day. The plan is a true reflection of the needs of the Region as seen by its citizens.

Projects are listed in order of priority. The projects reflect the aspirations of both the general public and industry for better safety and greater mobility on the transportation system. The projects are identified by their respective modes, i.e.:

Air	A1
Roads	H1
Rail	R1
Transit	T1

The description of the project outlines the work to be done and the type of project indicates the phase of the work. (Planning, Design, Construction). The normal sequence of a project involves:

Planning: 1-3 years depending on the complexity of the project. The planning phase establishes the type, size, location and right-of-way requirements of the project. Preliminary cost estimates are also prepared at this stage.

Design and Right-of-Way Acquisition: 1-2 years. This phase involves design of all project elements, including horizontal and vertical alignment, structures, utilities and drainage. The specifications and tender documents for construction are also prepared at this time.

Construction: 1-3 years:

The preparation of this plan is a departure from the classic transportation planning process which involves the collection and analysis of travel data and the identification of need based on traffic demand and system deficiency.

The Ministry of Transportation and Highways has provided traffic volumes where available, as well as base data for construction cost estimates.

At most of the project locations, detailed traffic counts and accident statistics do not exist. Where counts are available, they reflect the number of through movements on major roads and do not give essential data on turning movements, vehicle classifications, peak period characteristics and accident diagrams.

Accident rates indicate the number of accidents reported per million vehicle kilometres driven within the project limits. An accident rate greater than 2.0 requires immediate investigation and design.

The rates must only be taken as general indicators of possible safety warrants for the projects; accident occurrence may be concentrated at specific "black spots" (i.e. hazardous intersections or other local alignment anomalies), rather than distributed over a project's entire length.

The collection and updating of traffic counts and accident statistics will be an important aspect of the review process for the transportation plan.

Regional Roads Summary

Short Term (0-5 Years)

1. Continue to develop Highway #99 as a scenic route with high tourism potential by providing:

   a) **High capacity to Squamish**

   . Continue to upgrade Highway #99 without undue traffic disruption while maintaining high scenic values.

   . A preliminary analysis of upgrading Highway #99 or selecting an alternative corridor was carried out in 1983. Since that time considerable money has been spent on Highway #99. This has improved its standard considerably. However, most of it is still only two lanes with restricted curvature and it will be very expensive to upgrade to the capacity that will be required into the year 2000.

A definitive study is required using more accurate mapping (1:5000 or 1:2000 scale) to establish comparative costs of:

i) Continuing to upgrade Highway #99 to four lanes with no post barrier, versus

ii Continuing to upgrade existing Highway #99 to 2-3 lanes in addition to providing 2-3 lanes in Capilano corridor. This would provide an alternative corridor up Capilano while allowing Highway #99 to continue to provide local access and a highly valuable scenic tourist route.

b) **Medium capacity to Whistler**

. Culliton Creek to Cheakamus - realign highway and widen to four lanes.

c) **Tourist capacity to Lillooet**

. Whistler to Pemberton - existing adequate for 0-5 years except for Suicide Hill which requires improvements.

. Pemberton to Lillooet - provide a two lane mountain road with a paved surface - and study alternate routes for the Long Term Plan on the Hurley Pass or Highline route.

2. Add more frequent scenic stops.

3. Construct a new route around Britannia to avoid bottlenecks at local accesses.

4. Highway #12 - Lillooet to Lytton and Cache Creek - upgrade alignment to improve safety.

Long Term 5 Years to Year 2000

1. Vancouver to Whistler - 4-lane expressway equivalency.

2. Whistler to Lillooet - 4-lane equivalency. This would be the Duffey Lake Road plus an alternative route on either the Hurley Pass or the Highline, as shown on the key plan Exhibit 1.

Table 5.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF SQUAMISH-LILLOOET

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
ROAD												
H1 Highway #99 and Capilano Corridor Study	Furry Creek to Southern Alternate connection in North Vancouver	A preliminary analysis of upgrading Highway #99 or selecting an alternative corridor was carried out in 1983. Since that time considerable money has been spent on Highway #99. This has improved its standard considerably. However, most of it is still only two lanes with restricted curvature and it will be very expensive to upgrade to the capacity that will be required into the year 2000. A definitive study is required using more accurate mapping (1:5000 or 1:2000 scale) to establish comparative costs of: a) continuing to upgrade Highway #99 to four lanes with no post barriers and b) developing an alternative corridor up Capilano while allowing Highway #99 to continue to provide local access and a highly valuable scenic tourist route.	7800 (0.8 km north of Horseshoe Bay)				Supports tourism, industrial and residential growth.	P	1.0		
H2 Upgrade Duffey Lake Road	Mount Currie to Lillooet	A) Continue negotiations to conclusion with the Indian Band. B) Pave the existing surface.	3200-3500 (MTH projection for improved route)					Supports Provincial tourism and industrial growth, improve safety.	D,C	81.0		
H3 Hurley/Highline Route	Pemberton/Lillooet	Review study on Hurley and Highline routes and select best alternative.							P	X		
H4 Brohm Lake Phase II on Highway #99	Culliton Creek to Cheakamus	Realign highway and widen to 4 lanes.	4100 (11.5 km north of Squamish)					Improve safety, promote tourism, industrial and residential growth.	D,C	15.0		
H5 Britannia East Bypass	Browning Lake to South of Britannia	Study relocation of Highway #99 to east side of Britannia.						Supports tourism, residential and industrial growth.	P	0.1		
H6 Highway #99 Widening	Through Whistler (Function Junction to Alpine Meadows)	Add second lane southbound and provide left turn channelization at all intersections. Widen S/B shoulders for bike lane.	7200 (0.2 km north of Gondola Parking Lot)					Supports Tourism and Residential Growth. Improve bicycle safety.	P,D,C	8.0		
H7 Highway #99 Upgrading	Shannon Falls to Alice Lake	Widen to 4 lanes with left turn channelization and wide shoulders for bicycles. Investigate interchange feasibility at Cleveland Avenue.						Supports tourism, industrial and residential growth. Improve safety.	P,D,C	20.0		
H8 Highway #99 Widening	Through Whistler (Function Junction to Alpine Meadows)	Construct additional NB lane to complete 4 lane cross section with left turn channelization and wide shoulders for bike lanes.	7200 (0.2 km north of Gondola Parking Lot)					Supports tourism and residential growth; improves bicycle safety.	D,C	8.0		

Table 5.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF SQUAMISH-LILLOOET

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H9 Highway #12 Upgrading	Highway #97 to Highway #1, North and South of Lillooet	Completely upgrade the alignment.	1300-1700					Improve safety, promote tourism, industrial and residential growth.	P,D,C	10.0		
H10 Upgrade Suicide Hill on Highway #99	5 km south of Pemberton	Realign the switchback restricted curvature	1800					Improve safety, promote tourism and industrial growth.	P,D,C	6.0		
H11 Highway #99 - One Mile Lake Access	1 km south of Pemberton	Left turn channelization is required on Highway #99 into the access.	1800 (on Hwy. #99)					Safety improvements. Supports tourism.	D,C	0.3		
H12 Highway #12 Directional Signing	Highway #1 east of Cache Creek and at Lytton, Hwy #97 both north and south of #97-#12 junction.	Make Lillooet more prominent on the signs in these areas. This is also an alternate route to Whistler and Vancouver						Supports tourism.	C	0.1		
H13 Pemberton Airport Access - Pemberton Portage Road	East of Pemberton (Mount Currie Road)	Left turn channelization is required into the access	2300 (on Pemberton-Portage Road)					Improve safety Supports industrial growth	D,C	0.3		
H14 The Highline Route	D'Arcy to Seton Portage (around Anderson Lake) - Lillooet	Short term - minor upgrading and surface requirements to 4 WD						Improve safety. Supports tourism Supports residential and industrial growth.	C	1.0		
H15 Hurley River Road	Gold Bridge and Coast Mountain Outdoor School	Provide smooth gravel surface.	100					Supports tourism	D,C	2.0		
H16 Highway 99 Upgrading	Furry Creek to Shannon Falls	Widen to 4 lanes with left turn channelization and wide shoulders for bicyclists.						Promotes tourism.	P D,C	0.2 X		
H17 Pullouts, Rest Stops and Service Viewpoints	Highway #99 (Horseshoe Bay to Lillooet) Highway #12 (Cache Creek to Lytton) Highway #40 (Lillooet to Gold Bridge)	Provide tourist amenities						Promotes tourism.	D,C	X		
H18 Birkenhead Lake Park Road	D'Arcy Road to Birkenhead Lake	MTH to take over							P	X		

Table 5.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTH-WEST

REGIONAL DISTRICT OF SQUAMISH-LILLOOET

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
H19 Stawamus Pedestrian Access	North of Stawamus River	Provide safe pedestrian access to Stawamus Reserve across Highway #99.						Children's safety.	D,C	0.3		
LILLOOET												
H20 Highway #99, #40, #12 Connection	Main Street - Lillooet	Reconstruct urban roadway to two lanes plus parking and left turn slots.						Reduce congestion, improve safety, promote residential, tourism, industrial development.	D,C	X		
H21 Veterans Land Act (VLA) Subdivision Alternate Access	VLA Subdivision - Lillooet	Provide an alternate road access to the VLA subdivision currently isolated by BC Rail.						Fire, Emergency access will improve safety. Supports residential growth.	P	X		
H22 Station Hill Road Overpass	BC Rail/Station Hill Road - Lillooet	Implement the study recommendations completed by Ministry of Transportation and Highways.						Improve safety, reduce delays caused by vehicle and train conflicts. Supports tourism, residential, and industrial growth.	D,C	X		
AIR												
A1 Complete Pemberton Airport	Pemberton	Complete Microwave Landing System (MLS) installation and make operational. Complete the lighting, dyking and taxiway facilities. Provide passenger and cargo terminal facilities.						Supports tourism, residential and industrial growth.	D,C	X		
A2 Navigational Aids	Lillooet, Squamish	Improve navigational aids at the local air strip.						Supports tourism, residential and industrial growth.	D,C		X	
A3 Runway Extension	Lillooet, Squamish	Lengthen the existing runway facilities.						Supports tourism, residential and industrial growth.	D,C		X	
A4 Heliport Facilities	Whistler, Squamish	Provide Heliport facilities.						Supports tourism, residential and industrial growth.	D,C	X		
A5 Float Plane Facilities	Whistler, Squamish Lillooet	Provide Float Plane facilities.						Supports tourism, residential and industrial growth.	D,C	X		

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SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF SQUAMISH-LILLOOET

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PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC. RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
A6 Terminal Building	Squamish	Provide passenger and cargo terminal facilities.						Supports tourism, residential and industrial growth.	D,C	X		
MARINE												
M1 Terminal Development	East side of Blind Channel - Squamish	Continue with construction of multi-use Marine Terminal Facility.						Increase industrial Port development.	C			
M2 Anderson Lake Access Road	South end of Anderson Lake	Provide a public wharf on D.L. 100, an access road and parking.						Tourism and residential growth. Service leased recreational lots.	D,C			
M3 Seton Lake Access Road	North end of Seton Lake	Construct a public wharf and access road along the north side of Seton Creek adjacent to BC Rail with float plane docking facilities.						Tourism and residential growth.	D,C			
M4 Anderson Lake	North end of Anderson Lake	Acquire public access						Tourism and residential growth.	R.O.W.			
M5 Seton Lake	South end of Seton Lake	Acquire public access						Tourism and residential growth.	R.O.W.			
M6 Lillooet Lake Boat Launching Access	East side of Lillooet Lake	Improve lake access to provide for boat launching.						Tourism and residential growth.	C			
RAIL												
R1 Britannia Waterside Access	Britannia Beach	Provide pedestrian and vehicular public access to Howe Sound.						Access to historic and recreational sites supports tourism and industrial growth.	P	X		

LONG TERM PLAN: TO YEAR 2000

Table 5.2

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF SQUAMISH-LILLOOET

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
ROAD												
H1 Highway #99 and Capilano Corridor Study	Furry Creek to Southern Alternate connection in North Vancouver	A preliminary analysis of upgrading Highway #99 or selecting an alternative corridor was carried out in 1983. Since that time considerable money has been spent on Highway #99. This has improved its standard considerably. However, most of it is still only two lanes with restricted curvature and it will be very expensive to upgrade to the capacity that will be required into the year 2000. A definitive study is required using more accurate mapping (1:5000 or 1:2000 scale) to establish comparative costs of a) continuing to upgrade Highway #99 to four lanes with no post barriers and b) developing an alternative corridor up Capilano while allowing Highway #99 to continue to provide local access and a highly valuable scenic tourist route.	7800 (0.8 km north of Horseshoe Bay)				Supports tourism, industrial and residential growth.	D,C	X		
H3 Hurley/Highline Route	Pemberton/ Lillooet	Construct alternate route chosen from planning study							D,C	X		
H5 Britannia East Bypass	Browning Lake to South of Britannia	Relocate Highway #99 to east side of Britannia.						Supports tourism, residential and industrial growth.	D,C	X		
H18 Birkenhead Lake Park Road	D'Arcy Road to Birkenhead Lake	MTH to take over.							D,C	X		
H23 Highway #40 Upgrading	Lillooet to Gold Bridge	Hard surfacing is required.						Improve safety, reduce maintenance costs of gravel surface. Supports residential and industrial growth.	D,C		X	
H24 Mission Mountain Road Upgrading	Seton to Highway #40 (over Mission Mountain) - Lillooet	Hard surfacing is required.						Improve safety, reduce maintenance costs of gravel surface.	D,C		X	
H25 Port Douglas Road	Mount Curne to Harrison Mills	Study to identify feasibility of upgrading this route.						Supports tourism.	P			X
H26 Pemberton Truck Route	West to south of Pemberton	Study route location for truck bypass.						Improve safety, supports industrial growth.	P,D,C			X

Table 5.2

LONG TERM PLAN: TO YEAR 2000

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

REGIONAL DISTRICT OF SQUAMISH-LILLOOET

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC SADT 1987	TRAFFIC SADT 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH	MEDIUM	LOW
LILLOOET												
H21 Veterans Land Act (VLA) Subdivision Alternate Access	VLA Subdivision - Lillooet	Provide an alternate road access to the VLA subdivision currently isolated by BC Rail						Fire, Emergency access will improve safety. Supports residential growth	D,C	X		
RAIL												
R2 Urban Rail/Road At-grade Crossings	All Municipalities	Consider signalization and grade separations in the short term. Consider rail consolidation in the long term						Improve safety, supports tourism, residential and industrial growth industrial growth	P	X		

6.0 PROPOSED INITIATIVES

A summary of proposed transportation related initiatives for the Squamish-Lillooet Regional District is shown on Table 6.1.

Table 6.1

SUMMARY OF PROPOSED INITIATIVES

SQUAMISH-LILLOOET REGIONAL DISTRICT

INITIATIVE TITLE	PROBLEM/OPPORTUNITY	ACTION PROPOSED
Rail		
Dangerous Goods	Truck and rail transportation through urban areas.	Federal/Provincial Study.
Freight Rate Inequities	Economic discrimination.	Provincial/Federal commitment to equality.
Property Tax Exemptions	Significant service cost to host community.	Provincial grant in lieu of taxes.
Encourage Passenger Emphasis	Schedule is not conducive to commuting. Increased scheduling required for Seton school children, shopping, tourism and other public services.	Carry out an economic study to determine feasibility of upgrading passenger service to the area.
Rail Inter-Modal Planning	All planning is currently done in-house.	Improve BC Rail's public communication. Make their long term planning known to the public through open houses.
Increase Log/Lumber Carrying Capacity	Current economic hardship to producers.	Economic studies required.
Marine		
Develop Port Administrative Body	There is no local authoritative body for resolving planning issues and port traffic conflicts.	Establish a Howe Sound Harbour Commission.
Air		
Custom Facilities	Encourage direct international trade.	A study is required to assess the best location in this Region to be served by these facilities.

7.0 CONCLUSION

The Squamish-Lillooet Regional District has experienced significant growth in the 1980's, however, it has not achieved its full potential because of the capacity constraint of Highway #99. The Regional District's expectations for the 1990's are very dependent on the achievement of the transportation projects outlined in this report.

Squamish is close enough to Vancouver - 44 km to Horseshoe Bay - to have excellent potential for residential and industrial development growth, provided the need for better transportation connections to Vancouver can be resolved. It would also be able to benefit from the tourist potential of the drive along Highway #99 and Howe Sound to Squamish.

Whistler, Pemberton and Lillooet are prime tourist attractions, yet their ability to attract tourists is limited by the transportation constraints of the existing Highway #99. If Highway #99 can be upgraded to allow adequate capacity to serve the area, the potential of the Whistler-Pemberton and Lillooet areas is unequalled in B.C. Further, the completion of the circle tourist route from Vancouver through Squamish, Whistler, Pemberton, Lillooet, Lytton and back through Hope to Vancouver will provide significant growth impetus to this area while bringing many tourists to B.C. and improving the Provincial economic base.

The key to the economic future of the Squamish-Lillooet Regional District is the provision of good transportation facilities through the Highway #99 corridor and the development of alternate routes from Pemberton to Lillooet through the scenic areas, either via the Hurley Pass or the Highline route adjacent to Anderson and Seton Lakes.

APPENDIX A

SUBMISSIONS TO THE TRANSPORTATION

SUB-COMMITTEE

- School District No. 48, Howe Sound
- Seton Portage-Shalalth District Chamber of Commerce
- Seton Portage-Shalalth District Board of Trade
- The Corporation of the Village of Lillooet
- Lance Iverson, Britannia Beach
- Britannia Beach Community Association
- The District of Squamish
- Gold Bridge Chamber of Commerce
- B.C. Coalition of the Disabled
- Novacorp Consulting Inc.
- A Public Use Heliport and Float Plane Base for Whistler, Brent Wallace (Available on Request)

0 19 19

BOARD OF SCHOOL TRUSTEES
SCHOOL DISTRICT NO. 48
(HOWE SOUND)

BOX 250,
37866 SECOND AVENUE,
SQUAMISH, B.C.
V0N 3G0
PHONE: 892-5228
FAX: 892-1038

MAY 16 1989

April 28, 1989

Mayor Phil Turner
District of Squamish
Box 310
Squamish, B.C.
V0N 3G0

Dear Mayor Turner:

Enclosed is a copy of a letter which has been sent to both the Honourable Neil Vant, Minister of Highways, and the Honourable John Reynolds with reference to the provision of a safe crossing of Highway 99. The Board has been aware that you are part of a committee of mayors which has been involved in the planning of highway construction and improvements.

The trustees would most appreciate it if you would draw their concerns regarding this crossing to the attention of the other mayors and officials of the Ministry of Highways.

Yours very truly,

Shirley Fowler Brown
Chairman of the Board

cc: Trustees
T. Harris
N. Harris
E. Walter
M. Harris

SFB:lml

BOARD OF SCHOOL TRUSTEES
SCHOOL DISTRICT NO. 48
(HOWE SOUND)

BOX 250,
37866 SECOND AVENUE,
SQUAMISH, B.C.
V0N 3G0
PHONE: 892-5228
FAX: 892-1038

April 27, 1989

The Honourable Neil Vant
Minister of Highways
Parliament Buildings
Victoria, B.C.

Dear Mr. Vant:

The School Trustees, members of the Squamish Indian Nation and the principal of Stawamus School have for some time been concerned about the hazards to children crossing Highway 99 from the Stawamus Reservation.

The Board has been in correspondence with officials of your Ministry for some time and have made suggestions that the only safe, reliable method of crossing the highway is by an overpass.

The Board had also suggested that a pedestrian operated traffic control signal would be suitable but in view of the ever increasing traffic on Highway 99 this does not seem to be viable now.

This matter was brought to the attention of the School Board again on April 24th when three cars were in collision at a point very close to the existing crosswalk. The lead car had stopped as a school bus was unloading at the intersection, the third approaching car struck the second, forcing it into collision with the lead car. The trustees feel that this type of situation could just a easily occur if a traffic control signal was in place.

The Board would most appreciate your giving this matter earnest consideration at the earliest possible time.

Yours very truly,

Shirley Brown

Shirley Brown
Chairman of the Board

cc: The Honourable John Reynolds
Trustees
MAYOR TURNER.

FDR:lml

Seton Portage-Shalalth District Chamber of Commerce

FISHING
CAMPING

SETON PORTAGE, B.C.
VON 3BO
SITE OF B.C.'s FIRST RAILROAD

HUNTING
ORCHARDS

May 16, 1989

The Regional Transportation Committee:

Mayor Joyce Harder, Lillooet
Mayor Shirley Henry, Pemberton
Mr. Dan Cumming, Chairman Squamish-Lillooet
Regional District

Dear Committee Members and Guests:

This brief is offered to communicate the recommendations of the Seton Portage-Shalalth District Chamber of Commerce for a long term transportation strategy plan.

To develop our viewpoint we would like to first look at the history of transportation involving our area as it was developed to meet provincial and community needs.

We would then look to the present and the future for our long term recommendations.

PART I

This area is particularly steeped in transportation history, yet today "access" and transportation deficiencies are the number one concern in the area.

The first white men obtained a charter in 1860 to build and run the first tramway or railway in British Columbia between the two lakes (Anderson and Seton), to facilitate the transportation of goods over the Short Portage. It was a narrow guage affair built of wooden rails and the cars were pulled by horses or mules.

The route north to the Cariboo began at Fort Langley via the Fraser River to Harrison Lake, Lillooet Lake, Anderson Lake and Seton Lake to Lillooet (Mile 0), where the Fraser River was again navigable. Paddlewheelers plied all of the lakes mentioned.

The Old Douglas Trail (called the "Missing Link", newspaper clipping April 25, 1963) between D'Arcy and Seton Portage has been in use since 1858, but today B.C. Hydro claims it to be their own "High Line" road and has posted it 'not for public use'.

In spite of this the road is regularly used by the public, and a B.C. Lottery Grant for $53,000.00 has been promised the Chamber of Commerce for improvements to the road this year. The Chamber of

of Commerce operates its own grader which is supported by donations. Discussions with M.L.A. James T. Rabbitt have resulted in verbal agreement that after successful completion of the McGillvary by-pass more funds will be available for road improvements.

Quoting from the Minutes of the Second Meeting of the Squamish-Lillooet Highway Committee, "no progressive road work done here", 1963.

Letters (examples attached) dating from 1958 identified the need for improved road access, boat launching and swimming areas, campsites and wharfs.

Three years ago in spite of Residential II zoning which permits subdivision to .81 hectares by the Squamish-Lillooet Regional District, a proposed subdivision on D.L. 4710 owned by Mr. & Mrs. I. MacQuarrie was denied by the Ministry of Highways because "Seton Lake has no legal public access". This was repeated again this spring when D.L. 5368 owned by Mr. & Mrs. L. Botkin was refused subdivision because of no legal access.

These denials of subdivision are basically cutting off every land owner on the lake and greatly reducing potential tax revenues from the new parcels.

Local businesses lose revenue and employment is lost since no building can be done. B.C. Rail loses potential passengers who might be coming into the area regularly on the daily service.

PART II

We see a "unique" role for our community which we are prepared to meet if we can solve some of our unique and time sensitive transportation needs.

We offer an unspoiled community nestled in the heart of coast mountains just two hours from Whistler. We know that a "world class" golf course and hotel is to be built at the south end of Anderson Lake (D'Arcy).

It is clear the ripple effect of Whistler is upon us and we want to be proper hosts for this tourist industry. We have therefore opened the Seton Portage Travel Infocentre, supported by the Ministry of Tourism. A staff of six trained counsellors will work throughout the summer to promote this area and British Columbia in general.

Members of the community have expressed interest in operating local tours which include canoe/boat rentals and a beach barbeque. Plans include development of hiking/horse trails linking this area to Lillooet and Gold Bridge.

A privately operated campground offering tenting and R.V. facilities opens May 1989. Present tourist facilities include two stores, a liquor outlet, two gas outlets, tire change and towing, neighborhood pub, three restaurants, motel, cottage and canoe/boat rentals, and First Aid and Ambulance service.

For those on day trips by B.C. Rail there is 3 hours and 10 minutes to spend here if they are coming north in the morning and returning south the same day.

We hope to encourage more overnight stays but we do not feel that this detracts from the main hotel centre in Whistler.

It is practical for the tourist, after visiting our community to drive directly to Tyax Lodge, Bralorne and Gun Lakes, which are also well known fishing and recreational areas.

PART III

This community is excited about the future and we now wish to make recommendations for a long term transportation strategy plan.

1. We heartily endorse B.C. Rail's daily passanger service to our community. It provides inexpensive, reliable transportation for Seton Portage and Shalalth residents as well as visitors to this area.

   Suggestions for the future include expanding the Royal Hudson service, a 'Eurorail' type of ticket enabling passangers to get on and off the train as often as he or she wished. This would greatly promote stopovers in small communities such as ours.

2. Rubber tire traffic brings goods and services, and visitors to our community, and almost all residents own one or two vehicles. The re-surfacing of the road between Seton Portage and Shalalth should be a priority for this summer.

   Dust control on Mission Mountain is non-existant.

   A legal Crown road must be extended to provide water access to both Anderson and Seton Lakes immediately.

3. We appreciate the assistance from the B.C. Lottery Foundation for minor improvements to the Old Douglas Trail, along Anderson Lake. However, a better option would be for the road to be turned over to the Ministry of Transportation & Highways with a mandate to bring the road up to acceptable condition.

4. A V.F.R. (Visual Flight Rules) airstrip should be built at Seton Portage, and if public wharfs are to be built on the lakes provision should be made so that float fitted aircraft can use the same facilities.
   This area could be a popular destination for American fly-in visitors if only the most basic amenities were supplied. Our local businessmen would stock aviation fuel if there was a need.

5. Legal, public, boat launching and mooring facilities on both Anderson and Seton Lakes are a must. There is no public beach on either lake and local residents must trespass on private property to enjoy their own lakes.

Brief submitted by the Seton Portage-Shalalth District Chamber of Commerce, and individual property owners whose signatures appear below.

D. E. Coyle, President
C. E. "Bugs" Hanslow Vice-Pres
Duncan Treasurer
H. E. Richings, Sec.

Ian MacQuarrie

SCENERY FISHING

SETON PORTAGE-SHALALTH District BOARD OF TRADE

ORCHARDS HUNTING

SETON PORTAGE, B.C.

May 25, 1959

District Engineer's Office,
1110 West Georgia St.,
VANCOUVER 5, B.C.

Re. File No. 1362-463

Dear Sir,

In relpy to your letter of Apr. 20,1959 requesting further information conserning this Board's request for the construction of a wharf at the north end of Anderson Lake, I submit the following answers to your questions.

1. Mr. Andy Elvin residing on the side of the lake opposite the P.G.E.Rl'y. is wholly dependent on water transportation for obtaining supplies and mail. Landowners on the P.G.E. side have the rail.ay but otherwise are dependent on water transportation. There are three such who get mail at Seton Portage.

2. There are 45 locally owned boats that would use the proposed wharf. These include row boats and inboard motor and outboard motor boats. I have not included those who have boats on Seton Lake although many would bring their boats to Anderson Lake if there was a wharf. Nor have I included the boats owned by the people living in the trailer court at Seton Portage as they will probably be for another year only.

3. Both the Fisheries Dept. and the Forestry Dept. use boats on the lake. B.C.Engineering and Hume and Rumble will be using boats in connection with the B.C.Electric project here this year and next year. Sometimes planes must land here if unable to land on Seton.

4. This Board is endeavouring to get the Dept. of Recreation to establish a campsite at the site of the proposed wharf. Tourists have been coming in with cartop boats.

5. Some years ago there was a government wharf at this same site, the stone pier of which is still there. It would be advisable to continue the pier into the shape of an "L" to protect boats from the wind and the waves.

6. I am enclosing a sketch of the area and the proposed site.

Yours truly,

(Mrs.) Inez Williams, Secty.

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

MINISTER OF RECREATION & CONSERVATION

VICTORIA
18th February 1959

Mrs. Inez Williams,
Secretary,
Seton Portage-Shalalth District Board of Trade,
Seton Portage, B.C.

Dear Madam:

Your further suggestions for park development in the vicinity of Seton Portage have been received and it is noted that in both cases you suggest the leasing of land to accommodate park development.

In this connection I would like to mention that park planners generally recommend against developing leaseholds for park purposes. The reason for this is that public park needs are expected to increase as time goes on, which is to say that if land is required now for park purposes it will be needed to an even greater degree in the future. Leaseholds are, of course, a term occupancy subject to cancellation and increases in rental. It is possible that an area, leased for park purposes at this time, may become unavailable or untenable at some future time. However, in the intervening period, the number of areas possible of development as park will have decreased as land becomes improved and used for other purposes. Parks are best acquired outright so that they may be dedicated in perpetuity.

As you have suggested, it might be best if a land examiner of the Parks Branch would call on you to discuss, and endeavour to work out with you, the park problem in your locale. I will make arrangements toward this end.

Yours very truly,

Earle C. Westwood,
Minister.

read Apr. 11, 1960

RESOLUTION SUBMITTED BY THE SETON PORTAGE - SHALALTH DISTRICT BOARD OF TRADE.

PUBLIC CAMPSITE FACILITIES.

WHEREAS: It is recognized that the travel and tourist industry is of primary importance, to maintain the economic stability of our province as a whole.

WHEREAS: It is essential that the public have the facilities of parks and campsites, which encourage family travel, while providing a safeguard against careless camp fires and litter bugs.

WHEREAS: In the forseeable future there will be an arterial highway to the interior via Pemberton, Seton Portage and Lillooet.

WHEREAS: This proposed highway along the lakes is one of the most scenic in B.C. and offers a tremendous tourist potential.

WHEREAS: The superb scenery, climate fishing and boating along Anderson and Seton Lakes, will attract outdoorsmen and sportsmen in large numbers.

WHEREAS: There are no campsites along the route from Squamish to Lillooet.

WHEREAS: Lake frontage suitable for public campsites is becoming more limited and more expensive.

THEREFORE BE IT RESOLVED:

That the B.C. Chamber of Commerce urge the Provincial Government to take immediate steps to acquire ownership of campsites at various locations between Squamish and Lillooet, and in particular lake frontage now available on Anderson and Seton Lakes.

[illegible] PORTAGE, B.C. Mar. 1, 1966

Mr. T.R.Broadland,
District Parks Officer,
[illegible] Columbia Street,
Kamloops, B.C.

re. P.Prop. Parks Lillooet Area
Dear Mr. Broadland,

I am pleased to report that Mrs.P.L.Williams of [illegible]II East 4th Ave.,Vancouver [illegible], B.C., has decided to sell her property,Lot [illegible] comprising approx. 80 Acres, situated on Anderson Lake. I believe she would like you to make her an offer.

The Board has instructed me to advise the Hon. Earle C.Westwood, Minister of Recreation and Conservation, of the advisibility of obtaining the property for a campsite.

Thanking you for your interest and help in our endeavour to get public access to the lake and to have a government campsite established,

Yours truly,

(Mrs.)Inez Williams,
Secretary.

Mar. 21, 1960

Hon. Earle C. Westwood,
Minister of Recreation and Conservation,
Legislative Assembly,
Parliament Buildings,
VICTORIA, B.C.

Dear Sir,

I have been instructed by this Board to advise you that a piece of property situated at the north end of Anderson Lake is for sale. This lot No. 1068B, Lillooet District, comprises approximately 88 acres and is owned by Mrs. P.L. Williams of 1611 East, 4th. Ave., Vancouver, B.C.

We cannot emphasize too strongly the advisability of your department acquiring this site as it would serve two purposes.

First, it would give public access to the lake; at present it is necessary to trespass on Indian Reservation.

Second, it would provide the public campsite which is needed greatly.

The Harbours and Rivers Engineering Branch of the Federal Government has more or less promised a wharf if public access to the lake is obtained.

I am enclosing a map showing the present roads, the proposed road and the site of Mrs. Williams' property.

Yours truly,

(Mrs.) Inez Williams.

Press Notice

A second meeting of the Squamish-Lillooet Highway Committee was held in Lillooet on Feb. 19, 1963. Delegates from Squamish, Pemberton, Seton Portage, Lillooet, and Cache Creek have now combined their efforts to obtain decision and progress on the road from Squamish to Lillooet.

Do You Know That?

Since the government has promised to complete the road from/to Pemberton this year, and as there is a road from Pemberton to D'Arcy, the construction of fifteen miles of road along Anderson Lake, would connect with the road at Seton Portage, and provide a through road to Lillooet and the Interior.

This road would alleviate the traffic congestion of the lower mainland that occurs on weekends and holidays.

This would open up a scenic all year route, following a chain of beautiful lakes, and provide a circle tour round by the Fraser Canyon.

This is the answer for a quick new evacuation route from the coast in case of disaster.

This part of B.C., so little known, will be your future recreation ground, and a great productive food basket for the coastal cities.

We ask all organizations and individuals to get behind this Committee and press our government for the immediate construction of this highway.

The road to Shangri-la

(A new provincial highway stretching from Squamish to Lillooet will open new vistas to hunters, fishermen and motorists. The Province sent outdoors editor Mike Cramond, winner of the 1962 National Sports writing award, through the area. Here is his final report.)

By MIKE CRAMOND

When the average driver is able to take on the task of driving from Vancouver to Lillooet, he will likely want a parachute as well as a seat belt. However, the link with the interior will be the most scenic in a province filled with mountain wonder.

Last weekend, when notified that a big blast in the Squamish Valley rock-cut of the new highway link to Darcy would hold up traffic for at least a day, we drove to Lillooet.

This was to complete the last half of the motor trip through the coastal mountains to the interior. It is possibly a better route than the Fraser Canyon has ever been.

Lillooet is a sleeping giant of the fresh produce world, a land where they have already this year taken one crop of hay, and the grain heads were browning in fertility. At the north end of the town we came to a lumber yard. For the purpose of this chronicle we will use this as Mile 0.

The balance of the mile points will be according to identifying scenes, wild animal life and fishing, the probabilities for the fisherman, hunter, camper, picnicker, or eye-hungry tourist.

MILE 4. The gorge of the Yalacom River begins with a climb from the lowlands. This is a stream long famed for its good trout angling. It is a long, steep drop below the road which should keep the fishing better for the more agile.

MILE 12. Apple Spring Creek tumbles under a culvert bridge on the highway here. A wide cut-back in the road has left a clearing large enough to set up camp. It is commonly used by trailers on the trip.

MILE 23. The Yalacom meets with the bed of the Bridge River. The highway switches to the Bridge River side. In this white and sun-bleached gorge the bones and skeleton of a riverbed lie, the victim of the urge for hydro power.

From here on the sides of the abrupt canyon and valley bed are scarred with the gravel spoils of [illegible] gold seekers who have washed at them with water monitors. Old sluices lie in ruins and rot on the scoured floor.

MILE 32. The dam shows ahead after a trip through some enormous overhanging rock through which the road is blasted. A tunnel takes the driver from the opposite side of the dam crossing up the man-made lake that is Bridge River.

Between Shalalth and D'Arcy, on wonderland route.

MILE 37. The winding, motor-heating climb up Mission Mountain begins. This two-mile road to the summit showed us at least five very beautiful wild flowers we could not identify, beyond the penstamens, columbines, larkspur, lupine, mountain sunflowers, yellow daisies and other common flora. This high hill is a horticulturist's heaven.

MILE 39. The summit of Mission Mountain is 3,900 feet tall.

One has just looked down the majestic heights to the dead timber fringed waters of Bridge Lake before crossing the summit to almost feel the drop down into Seton Lake. The road down is a low-gear drive with the sinuosity of a snake.

MILE 44. The enormous steel pipes off the reservoir of Bridge Lake come through the mountain side at the neat and suburban looking village of power maintenance. Here starts the small neck of land leading to Seton Portage, where we're told the first railway in B.C. was built at the gold rush days.

MILE 51. At this spot the traveller is on the edge of a small Indian village looking up at a line of disturbed gravel that hangs off a high and steep mountainside. One can here decide to turn back.

power.

From here on the sides of the abrupt canyon and valley bed are scarred with the gravel-spilling [illegible] of gold seekers who have washed at them with water monitors. Old sluices lie in ruins and rot on the scoured floor.

MILE 32. The dam shows ahead after a trip through some enormous overhanging rock through which the road is blasted. A tunnel takes the driver from the opposite side of the

MILE 44. The enormous steel pipes off the reservoir of Bridge Lake come through the mountain side at the neat and suburban looking village of power maintenance. Here starts the small neck of land leading to Seton [illegible] way in B.C. was done in the [illegible] days.

MILE 51. At this spot the traveller is on the edge of a small Indian village looking up at a line of disturbed gravel that hangs off a high and steep mountainside. One can here decide to turn back.

MILE 52. The road climbs the heights of the mountain in a series of belly-tingling switch-backs which require backing and turning and some courage. You wish you had decided to stay in Seton Portage if you are height conscious.

MILE 57. This is a high point in the road after a deep cut in a narrow gorge. Just at the summit the eyrie of two fish eagles (ospreys) are black, round dots against the sky. The plaintively irritated call of the birds warns of their anxiety. One wishes they, too, had wings for the rest of the journey.

MILE 62. Gates of a ranch appear near Roaring Creek. They have to be opened and shut to allow passage. Roaring Creek has excellent rainbow trout and Dolly Vardens where it pours its tumultuous white froth onto the blue of Anderson Lake. All of this trip along the lake looks like deer country, but none were in evidence.

MILE 68. The descent down the steep mountain face to Darcy begins by hanging the vehicle over a cliff. You hang on, and know it won't be too long, if not quicker.

MILE 69. D'Arcy, the small postal station, lakeside lodge and store, sits beside the P.G.E. railway line at this welcome and beauteous end of Anderson Lake. All along the shoreline trout and Dolly Varden come to the angler's lure. In the valley the real deer country starts.

MILE 80. Two mule deer stood and watched the Jeep approach down this forest road lined with its black and white splendor of high mountain ranges.

MILE 81. The big grey-brown grizzly at the bend in the road ambled ahead of us, jumped into the bush, then came out again to stare. He speeded up his gait, swerved into the undergrowth. We watched for him to come out again, but he didn't.

MILE 87. The Birkenhead River appeared fishable below the highway and across the train tracks here. It was. Excellent trout fishing can be had in almost every pool during the early summer.

MILE 97. After a pastoral trip through the rich green Pemberton Valley the strip of dusty gravel road leads into this small village which will one day be an important country town.

It will be a highway of grandeur and progress and the loss of some of the quiet frontier, but the enormous peaks will draw man's eyes away from his cares as long as the earth survives for his kind.

Four Hours To Cache Creek . . .

A four-hour drive along one of the world's most scenic routes to the incomparable B.C. Interior from the carport of the North Shore home owners is more than a figment of imagination.

In fact, only 15 miles of road remain to be constructed along Anderson Lake to provide a through road to Lillooet and the Interior.

The Squamish Times cannot over stress the importance to municipalities on the North Shore of having this route completed. It would also open up Garibaldi Park to the public from two directions.

The benefits of a second route to the Interior, as far as the motoring public is concerned, are obvious. It would alleviate the traffic congestion through the winding Fraser Canyon on weekends and holidays.

It would provide a fantastic circle tour on any weekend, passing such picturesque centres as Squamish, Alta Lake, Pemberton Valley, D'Arch, Seton Portage, Lillooet, Cache Creek, and back down the Fraser Canyon. What a delightful offering to our travel-hungry tourists!

There are many other advantages such as offering further evacuation routes from the coast in case of disaster and bringing closer the great food producing centres for agricultural products.

We are happy to know that a drive is being launched by the Squamish-Lillooet Highway Committee to urge the Provincial Government for the immediate construction and completion of this highway — Trans-Canada No. 2.

Missing Link On Pemberton Highway

Lillooet Squamish Highway Committee held a joint meeting with Cache Creek Chamber of Commerce in Cache Creek on Thursday, June 17.

Present were members from the Seton Portage-Shalalth Chamber of Commerce, Lillooet Board of Trade, Ashcroft Chamber of Commerce and the Cache Creek Chamber of Commerce.

Pemberton board members expressed their regret in being absent from the meeting due to the preparations being made for their big July 1 celebrations.

Mr. D. Robinson also expressed disappointment and was unable to attend due to another engagement on Thursday at Squamish.

A progress report was presented by the chairman, Mr. A. Greenway, outlining the activities of the committee and the accomplishments to date. The favorable progress being made in the construction of the road from Squamish to Pemberton augurs well for the opening of this section on schedule this fall. The work being done on the Pemberton Birken section has greatly improved the narrow crooked trail into a good road. Next year will see the remaining portion to D'Arcy re-routed and brought up to specifications.

Seton Portage members supplied a film of the "Missing Link" section along the north side of Anderson Lake. The pictures were taken of a family trip in the old panel from Seton Portage to D'Arcy and return along the old BCE access road.

The pictures in color eloquently told the story of the feasibility of this route. It is a beautiful trip with the scenery unsurpassed.

Through the pines the lake lies in the valley below and on the sky line snow capped mountains rise high above the green timbered slopes. Looking to the head of Anderson Lake the little settlement of D'Arcy lies below and it will soon be the tourists headquarters in this superb setting.

After the show members paid word tribute to the potential of this untapped resources and recalled scenes and experiences to emphasize the wonders yet to be.

The visiting members were very pleased with the reception prepared by the Cache Creek Chamber of Commerce. The host for the evening, Mr. Parke, arranged a fine luncheon at the Oasis Hotel and everyone enjoyed this refreshing atmosphere before making their departure.

Seton Portage, B.C.,
Feb. 23rd., 1973.

The Honourable Robert M. Strachan,
Minister of Highways,
Victoria, B.C.

Dear Sir:-

At a meeting of the Seton Portage - Shalalth Chamber of Commerce a motion was passed to write and bring to your attention the need to open up the short section of road along Anderson Lake.

This section of road, at present closed by a slide at the Seton Portage end, has in the past years relieved the Fraser Canyon route of many hundreds of Campers and cars during the Summer and Fall tourist season.

The Seton Lake Indian Band is very interested in having this road made passable as many Indians could find work in logging and in the sawmill at Mount Currie if the access road along Anderson Lake to D'arcy was opened.

We do not ask for anything more than an up-graded gravel road to connect the D'arcy-Pemberton Route 99.

The present road along Anderson Lake has the advantage of being in a light snow fall area and as it is the B.C.Hydro access road for servicing the power lines keeps at an elevation of about 1000 feet.

The rail service of the British Columbia Railway every day throughout the year gives ample proof of the feasibility of this route as an all weather road to the North.

Every year more and more Campers and cars are travelling on the crowded Fraser Canyon Highway and although the Duffy Lake road has been put through to Lillooet it is only for logging and cannot be used during the week by private vehicles. This restriction could last for several years.

The Anderson Lake road on the other hand has quite a number of guest houses and summer cabins which would be served, plus the inhabitants of Seton Portage and Shalalth. It would also give many Vancouver vacationers a very scenic journey north via Pemberton, Anderson Lake and Mission Mountain to Lillooet.

Our member of the Legislature for this district, Mr.W.Hartley, has given us the assurance of his interest and support in our endeavour to have this section of road made passable for traffic ever since he has been our representative in the House.

We hope that you will give this request your kind attention and thank you in anticipation.

Yours faithfully,
Seton Portage Shalalth Chamber of Commerce
J.W. Mc.Naughton.

Copy.

Seton Portage-Shalalth District Chamber of Commerce

FISHING
CAMPING

SETON PORTAGE, B.C.
VON 3B0
SITE OF B.C.'s FIRST RAILROAD

HUNTING
ORCHARDS

March 26, 1989

The Honourable Elwood Veitch
Minister of Regional Developement and
Minister of State for Mainland/Southwest,
Parliament Buildings,
Victoria, B.C.
V8V 1X4
Dear Sir:

The potential for the development of successful tourism in Seton Portage and Shalalth area is severely restricted, due to the non availability of access to the waterfrontage of both Anderson and Seton Lakes. The waterfront on our end of both lakes is blocked by Native Band land or B.C. Railway or B.C. Hydro or private ownership.

The Chamber of Commerce of seton Portage - Shalalth area would like to develope, with the assistance of the Provincial Govt., a boat launch, docking facility and campsite to accomodate tourists travelling north on Anderson Lake from Darcy and one on Seton Lake to encourage tourism from Lillooet and the interior of B.C.

At present, there are two parcels of privately owned waterfront land, one on each lake for sale.

We are asking if the crown could acquire this land, so that we as a community, could develope them and encourage tourism into this beautiful area of B.C.

For your consideration,

Nick R. Callant
Committee Member

c.c. The Hon. W. Reid, Minister of Tourism, Recreation & Culture
The Hon. J. Rabbit, M.L.A.
The Hon. Terry Huberts, Minister of State for Parks.
The Hon. Rita Johnston, Municipal Affairs, Recreation & Culture.

Province of
British Columbia

Ministry of
Transportation
and Highways

Box 490,
100 Mile House, B.C.
V0K 2E0
395-5575

YOUR FILE

OUR FILE R2-21-78
27-21-78 (Gen)

May 2, 1989

Lorne E.W. Botkin,
13592 Crescent Road,
White Rock, B.C.
V4A 2W2

Dear Mr. Botkin,

Re: Water Access Only Subdivision
D.L. 5368, Lillooet District (Seton Portage)

This will confirm our telephone discussion on April 12, 1989 regarding the above.

As previously stated, prior to the Ministry giving consideration to approval of subdivision with water access only there must be public road dedication to the body of water. It is noted that park dedication, B.C. Hydro right-of-way and B.C. Rail right-of-way do not qualify as public road access as required by the Land Title Act.

I trust the above clarifies Ministry requirements regarding legal public access and should you have any questions please contact this office.

Yours truly,

D.P. Williams,
A/District Highways Manager

by: A.W. Kirkland,
Engineering Assistant

AWK/ymp

cc: W.P. Puhallo, A/Regional Manager Planning, Thompson/Okanagan
F.E. McDonald, Engineering Aide, Lillooet

att.

THE CORPORATION OF THE VILLAGE OF LILLOOET

SUBMISSION TO THE REGIONAL TRANSPORTATION COMMITTEE - REGION 3

This Submission is from the Village of Lillooet made on behalf of the residents in the vicinity.

The Northern reaches of Region 2 (Mainland/Southwest) are accessed from points North and East by highways not originating in our own Region, and from the South by a highway broken by another Region. In all cases these highways are in Region 3 (Thompson/Okanagan). Recognizing this, a dialogue to discuss development of these highways is of such importance as to solicit this Submission.

The discussion at our end centres on the upgrading of the Duffey Lake Road. Since the Government, as of yet, unofficially has shown its intent to develop this route, we have concern that the routes which we share may become bottlenecks in the process. This is counter to the "Freedom to Move" concept which precedes the Government initiative.

Therefore, our proposal is to have the roads leaving Lillooet and travelling North, South and East brought to at least a standard of upgrading or new construction in 1989, similar to what the Duffey Lake Road will receive.

In particular Highway 12A lies, in its majority, under the jurisdiction of Region 3. Of specific concern is the Thompson River Bridge to Lytton which at this time is well nigh a single lane bridge. Another concern is the bridge's age (built in 1930). All along this Highway are restrictive curves, precipitous slides, and circuitous alignment, all of which are traversed by a road of limited remaining life and limited to low traffic volumes. The other point of discussion along the way is what we call the "Big Slide" situated some 20 km. from Lillooet.

On Highway 12B from Lillooet to Cache Creek work done about 1980 made a good road. What was done made all the difference in the world, but items such as the B. C. Rail underpass at Fountain, the rail crossing just a few kilometers North of the underpass, and the bridge crossing near the junction of Highways 12B and 97 (this is in the process of being replaced), should be addressed.

For the past few years, with the advent of tourism as another economy, the promotion of the Highway 12 being used as one leg of many circle tours has increased traffic. With the Duffey Lake Road accessing this market and traffic volumes from Whistler and the Lower Mainland, the impact will be substantial.

. . . 2

Further, our economic growth has been hampered by inaccessibility by road. A smoother traffic flow on well aligned and hard surfaced roads would enhance development in our Region.

As a spinoff, tourism activity promotes or is a function of industrial development. We would be targeted on the map by virture of traffic passing our doorstep.

In conclusion, development of a highway plan in our own Region is a perfect opportunity for aiding each other in neighbouring Regions to develop. Presentation of similar highway concerns will also help in the discussions of Regional Plans by the upper echelon in this process. A discussion along these lines will improve dialogue in the future.

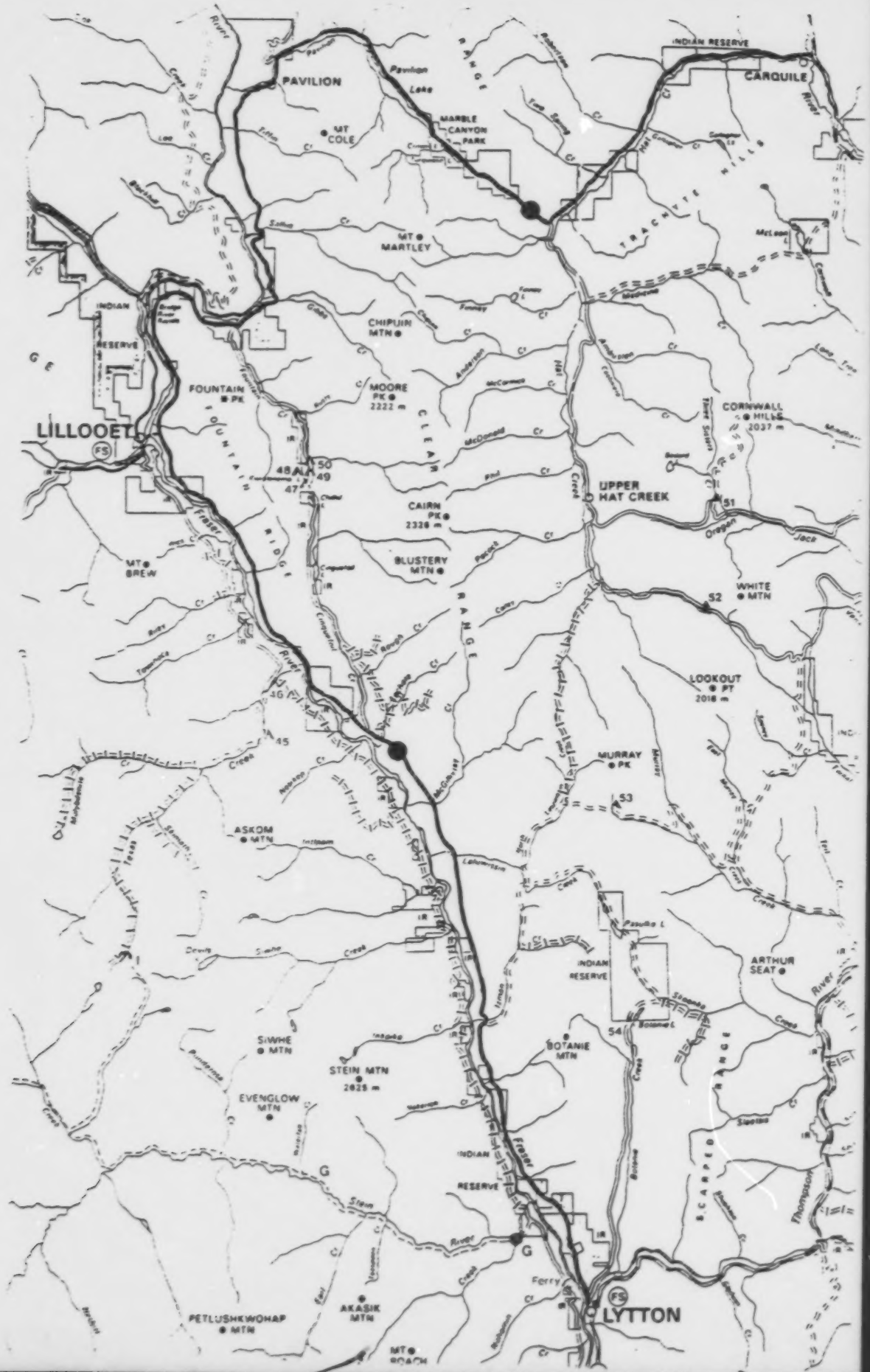
As a result of a similar exercise being carried out in Region 2 for a submission to the Squamish Lillooet Regional District Transportation Committee, enclosed please find a copy of Lillooet's Village Council submission on the same subject.

Respectfully submitted:

J. Harder

Joyce Harder
Village of Lillooet Representative
SLRD Transportation Committee

JH/ih


PAVILION
MT COLE
MARBLE CANYON PARK
INDIAN RESERVE
CARQUILE
MT MARTLEY
CHIPUIN MTN
INDIAN RESERVE
FOUNTAIN PK
MOORE PK 2222 m
LILLOOET
CORNWALL HILLS 2037 m
UPPER HAT CREEK
CAIRN PK 2328 m
BLUSTERY MTN
MT BREW
WHITE MTN
LOOKOUT PT 2018 m
MURRAY PK
ASKOM MTN
INDIAN RESERVE
ARTHUR SEAT
SIWHE MTN
STEIN MTN 2025 m
BOTANIE MTN
EVENGLOW MTN
INDIAN RESERVE
AKASIK MTN
PETLUSHKWOHAP MTN
LYTTON

Box 97
Britannia Beach, B.C.
V0N 1J0
April 26, 1989.

Regional Transportation Committee
Dan Cumming, Chairman
Squamish Lillooet Regional District
Box 219
Pemberton, B.C.
V0N 2L0

Dear Mr. Cumming:

I think it makes more sense to re-route the highway behind Britannia Beach than to upgrade the existing highway to expressway status and increase the speed limits through town. Yes, there is a town here and most of us have children.

At present, the traditional access to Britannia Beach is located just north of the orange bridge over Britannia Creek. I consider this access to be very dangerous. Many people stop on the highway, in the southbound direction, waiting to turn left into Britannia on a downhill corner where the speed limit changes from 80KPH to 50KPH and very few drivers are actually obeying the speed limit at that point. As I understand it, this access is being kept open because the Dept. of Highways refuses to allow Copper Beach Estates Ltd. to open another access further north. Please do not wait for somebody to get killed before you recognize this hazard!

Sincerely,

Lance Iverson

Lance Iverson

cc. Hon. Neil Vant, Minister of Transportation & Highways
Hon John Reynolds - Speaker, M.L.A. West Van-Howe Sound
Dave Cunliffe, Regional Director, South Coast, Min. of Transportation & Hwys.
R.C.M.P., Squamish Detachment
Squamish Times, Shari Bishop, Ed.
Tucker Forsyth, District Highways Manager, North Vancouver
Copper Beach Estates Ltd.
Hon. Elwood Veitch, Minister of State, Soutcoast Region

BRITANNIA BEACH COMMUNITY ASSOCIATION

P.O. box 23, Britannia Beach, B.C. VON 1J0

March 20, 1989.

RECEIVED
MINISTRY OF TRANS & HWY
BURNABY, B.C.
MAR 29 1989

Mr. Dan Cumming, Chairman
Sea To Sky Transportation Committee
Squamish Lillooet Regional District
Box 219
Pemberton, B.C.
VON 2LO

Dear Dan:

Upon the reccommendation of Dave Cunliffe, Regional Director, Southcoast Region, Ministry of Transportation and highways, we are writing to outline our concerns and reccommendations regarding the development of Highway 99.

The following concerns are not listed in order of importance.

a) Ensure a slow speed limit of 50KPH within the town limits of Britannia Beach.

b) Ensure safe access onto the highway and into the townsite of Britannia Beach.

c) It is mandatory for local existing businesses, the B.C. Museum of Mining and for the future development of Tourism related industries in Britannia Beach that slow speeds and safe, reasonable access be of paramount concern.

d) Highway closures for commuters, shoppers and tourists alike will not be tolerated. An alternate route (ie. through the Capilano watershed) should be provided while Highway 99 is under construction.

e) Concern has been expressed with regard to meeting the needs of Makin Pulp and Paper Ltd. Will the highway be relocated so that Makin has direct access to rail lines and Howe Sound?

f) The proprietors of The Old Customs House on the west side of Hwy. 99 and the B.C.R. rail line are very concerned about access to their business.

g) Residents wish to have a guarantee of safe access to Howe Sound and the wharf area adjacent to The Old Customs House and request that consideration be given to installing an overpass for pedestrians.

h) Knowledge of property which is already deemed to be highways owned and which properties have been designated as pending expropriation be revealed.

... 2

i) Proper provision for bus and rail passengers should be of utmost importance. At present there is no allowance made for bus and rail passengers particularly on the southbound bus route.

j) Will any of the existing structures in Britannia Beach have to be removed or relocated? If so, which ones and when? Residents living above the highway north of the Britannia Creek Bridge wish to know how highway construction will affect them and the stability of their houses due to blasting etc.

k) How will highway development affect the area just south of Furry Creek? Presently there are residents and campground areas on the west side of the highway.

l) Proper notification either by the erection of Highway closure signs in Britannia Beach or a special radio frequency with ongoing announcements is needed now!

m) Residents have expressed a growing concern over the use of the traditional access road leading onto Highway 99 just north of the Britannia Creek Bridge. Due to poor visibility, motorists travelling at high speeds, sudden stops and the tendancy of some motorists to make impulsive last minute decisions to turn off the highway from this location, we urge that immediate action be taken to resolve this situation with the landowner, namely Copper Beach Estates Ltd, before a serious accident occurs.

n) Widening the highway through Britannia Beach to four lanes will bring the road within close proximity to the Britannia Beach Elementary School. How will this affect the future use of this facility as an elementary school, a community use facility or for any other purposes?

Thank you for your consideration. Please keep us informed of the actions of your committee and include our proposals, reccommendations and concerns in your final presentation to the Ministry of Transportation and Highways.

Sincerely yours.

Jane Iverson

Jane Iverson
Executive Director

p.c.: Elwood Veitch, Minister of State, Southcoast Region
Hon. John Reynolds, Speaker, MLA West Vancouver-Howe Sound
✓Dave Cunliffe, Regional Director, Ministry of Transportation & Highways
Phil Turner, Mayor of Squamish
Drew Meredith, Mayor of Whistler
Shirley Henry, Mayor of Pemberton
Joyce Harder, Mayor of Lillooet
Hon. Neil Vant, Minister of Transportation & Highways

BRITANNIA BEACH COMMUNITY ASSOCIATION

P.O. Box 23, Britannia Beach, B.C. VON 1J0

April 25, 1989.

Regional Transportation Committee
Dan Cumming, Chairman
P.O. Box 219
Pemberton, B.C.
VON 2LO

Dear Mr. Cumming:

In addition to our previous letter to your committee dated March 20, 1989, we would like to make the following points with regard to Hwy. 99 through Britannia Beach.

1) The present highway should not be allowed to be upgraded to an expressway or a freeway through Britannia Beach. A safe speed limit of 50 KM/H should be maintained on Hwy. 99 through Britannia Beach.

2) An overpass is necessary to provide safe access to the opposite side of the Hwy. 99 closest to Howe Sound. Many children and adults cross the highway to go fishing, boating or to wait for the train or bus. The dangers would be minimized greatly by the installation of the overpass. At present the speed limit is posted at 50 KM/H but few motorists obey this limit, preferring to speed well in excess of the posted limit. A death or serious injury must not occur before the Dept. of Highways recognizes that a thriving community does exist in Britannia Beach and that our needs must be recognized and serviced!

3) Members of the Britannia Beach Community Association passed a unanimous motion at our April 24, 1989 meeting to propose that the development of an expressway or freeway be re-routed as the Highway comes down the hill south of the gravel pit and Minaty Bay, to follow the upper edge of the gravel pit and continue along behind Britannia Beach coming out to rejoin the existing highway further north up the hill towards Brownings Lake, approximately opposite the lookout point. The coastal highway would then be maintained as a scenic route which would allow for the continuation of the development of a strong economic base in tourism and related cultural and artistic endeavours. Access to Britannia Beach from this proposed back route must be provided for at either end.

4) The present traditional access to Britannia Beach north of the Britannia Creek bridge off Hwy. 99 is very dangerous! A solution to this problem must be reached now! We cannot wait for a death to occur before the Ministry of Transportation and Highways recognizes that the needs of our community must be met. Copper Beach Estates Ltd. has requested that a new access road to Britannia Beach be established by your department, further north of Britannia Creek than the present access road. This application was made in 1987. Still nothing has been done to remedy this situation. The community of Britannia Beach is in favour of the proposed relocation of the traditional access road. It would form a natural link to the proposed "back-route" expressway and also

would be more advantageous in serving the needs of the community. Emergency services, Ambulance, Hospital, Doctors, and R.C.M.P. are all located in Squamish. In the event of an emergency, this proposed northern access would save valuable time due to its closer proximity to Squamish. In the event that additional fire protection was required, this would also come from Squamish.

We urge you to seriously consider our reccommendations and include them in the proposed development plans for Hwy. 99. The growth and development of the entire Sea to Sky corridor is at the mercy of these decisions.

Sincerely,

Jane Iverson
Executive Director

pc.

Hon. Elwood Veitch, Minister of State, Southcoast Region
Hon. John Reynolds, Speaker, M.L.A. West Vancouver-Howe Sound
Dave Cunliffe, Regional Director, Southcoast, Min. of Transportation & hwys.
Tucker Forsyth, District Hwys. Manager, North Vancouver
Squamish Times. Shari Bishop, Editor
Phil Turner, Mayor of Squamish
Drew Meredith, Mayor of Whistler
Shirley Henry, Mayor of Pemberton
Joyce Harder, Mayor of Lillooet
Hon. Neil Vant, Minister of Transportation & Highways.
R.C.M.P., Squamish
Copper Beach Estates, Andy Thomas, President

DISTRICT OF SQUAMISH

From The Office of The Mayor

37955-2ND AVENUE
P.O. BOX 310,
SQUAMISH, B.C. CANADA
V0N 3G0

TELEPHONE: (604) 892-5217
FAX: (604) 892-1083

09 May 89
File No: 8.05
9.06
20.10
21.32

Squamish-Lillooet Regional District
Transportation Committee
P.O. Box 219
PEMBERTON, BC
V0N 2L0

Dear Transportation Committee Members:

RE: **Pedestrian Crossing - Highway 99**

Please accept copies of the attached letters to The Honourable Neil Vant, Minister of Highways and The Honourable John Reynolds, MLA, as an indication of the concerns expressed by the trustees of School District No. 48 which has been embraced by my Council. It is my intention to discuss this when next we meet and it would be appreciated if support could be given to encouraging the Minister of Highways to solve the concerns of the parents of the Indian children from the Stawamus Reserve by embarking on a program that would provide proper access to the east side of Highway 99 from the Stawamus Reserve.

Yours truly,

Phil Turner,
Mayor.

PT:tc

DISTRICT OF SQUAMISH

From The Office of The Mayor

37955-2ND AVENUE
P.O. BOX 310,
SQUAMISH, B.C. CANADA
V0N 3G0

TELEPHONE (604) 892-5217
FAX (604) 892-1083

09 May 89
File No: 8.05
9.06
20.10

The Honourable John Reynolds, MLA
112-2419 Bellevue Avenue
WEST VANCOUVER, BC
V7V 4T4

Dear Mr. Reynolds:

RE: **Pedestrian Crossing - Highway 99**

I am taking the liberty of attaching correspondence to the Honourable Neil Vant, in addressing concerns raised by the School District No. 48 on safety aspects of the Indian children crossing Highway 99 from the Stawamus Reserve to the Stawamus School.

You probably will appreciate the concerns by the parents of these children using the Stawamus School and I would encourage you to support the need of providing a safe crossing for these children. Any assistance that you can lend to this problem will be greatly appreciated.

Yours truly,

Phil Turner,
Mayor.

PT:tc
Attach: 1

DISTRICT OF SQUAMISH

From The Office of The Mayor

37965-2ND AVENUE
P.O. BOX 310,
SQUAMISH, B.C. CANADA
V0N 3G0

TELEPHONE (604) 892-5217
FAX (604) 892-1083

09 May 89
File No: 8.05
9.06
20.10

The Honourable Neil Vant
Minister of Highways
Room 113
Parliament Buildings
VICTORIA, BC
V8V 1X4

Dear Mr. Minister:

RE: **Pedestrian Crossing - Highway 99**

My Council, on the 2nd of May, 1989, directed that correspondence be forwarded to you as can be seen by the following motion:

"THAT Council write to the Minister of Transportation and Highways and to the Honourable John Reynolds, MLA, stressing the need for a safe crossing of Highway 99 for use by school pupils and others living at the Stawamus Reservation, AND FURTHER THAT the matter be referred to the Squamish-Lillooet Transportation Committee which has been deaing with highway construction and improvement planning."

Council is aware that since the early 1970's the Squamish Indian Band has been negotiating with the Department of Highways for some type of safe crossing for their children going to the Stawamus School. It is my Council's understanding that when the Highway was constructed it created a problem for the children and since the early 1970's discussions have been taking place to find a solution that would secure the safety of the children from the Stawamus Reserve going to the Stawamus School.

Council is in receipt of the 27th of April, 1989 letter forwarded to your office from Shirley Brown, Chairman of School District No. 48 Board. Council, in meeting with the School Board, is in complete agreement with the position that either an overpass be built or a crosswalk be installed with a pedestrian activated traffic control light. Council is very concerned for the welfare of the children attending the Stawamus School.

...Page 2

While Council does not have the benefit of the statistics on traffic flow through this area, Council is very much aware of the potential danger and hazards being created by the heavy flow of traffic and of the number of children that are having to cross Highway 99.

While my Council recognizes that the design of highways and need for pedestrian crossings is a subject best left for your Ministry, it would be greatly appreciated if some immediate steps could be taken to assure the residents of the Squamish Indian people that your Department is developing a method whereby the children on the Stawamus Reserve can safely cross Highway 99 to go to and from the Stawamus School. Your attention to this matter will be greatly appreciated.

Yours truly,

Phil Turner,
Mayor.

PT:tc

cc: The Honourable John Reynolds, MLA

November 27, 1988

Minister of Highways
Honourable Neil Vant
Parliament Buildings
Victoria, B.C.

Dear Honourable Neil Vant,

I write you this letter in regards to the Hurley River Road, which is apparently a Forest Service Road.

In the last years the Forest Service had extensive logging operations in the Bridge River Valley taking more than $200 million worth of logs out. By doing so they built a direct road from Bralorne to Pemberton and therefore to the Lower mainland. From Bralorne it takes a car over the Hurley River Road three hours. Over Lillooet it takes more than six hours.

This access over the Hurley River Road brought the tourist industry into the Bridge River Valley and proved to be the key to the economic development in the same region.

The Forest Service is now slowly pulling out of the Hurley River Road region and stopped maintaining this Road this Fall with the result that this Road is now closed due to snow.

As the President of the local Chamber of Commerce I like to ask you to look in to the possibility of the Department of Highways taking over the Hurley River Road.

I should mention that we don't want to compete with the Duffey Lake Road. All we are looking forward to is a maintained industrial gravel road from Bralorne to the Pemberton Valley, which is not quite 30km.

Looking forward to your reply.

Yours Sincerely,

Gus Abel
President

GOLD BRIDGE & DISTRICT CHAMBER OF COMMERCE

PLEASE REPLY TO:

April 21, 1989

Gus Abel
Gold Bridge, B.C.
V0K 1P0

Regional Transportation Committee
C/O Dan Cumming
Chairman Squamish Lillooet R.D.
Box 219
Pemberton, B.C.
V0N 2L0

Dear Sir:

Re: Regional Transportation Planning Committee.

In response to your advertised "Freedom to Move" ad in the Bridgeriver Lillooet News this Chamber of Commerce submits to your Committee that we like to see the Hurley River Road taken over, improved and maintained by the Ministry of Highways. Also we like to see the Carpenter Lake Road paved.

We like to draw the attention of this committee to the fact that the population in the Bridge River Valley (Gold Bridge, Bralorne, Gun Lake and Tyaughton Lake) are still without proper road link anywhere.

The Carpenter Lake Road to Lillooet is still a dangerous gravel road and the Hurley River Road to Pemberton is still a rough Forest access road. These are the only ways out of our Community.

It is our view that the Squamish - Lillooet Regional District as well as the Ministry of Highways have deeply neglected the transportation needs of our communities.

An improvement of the Hurley River Road would serve this community best, (it should be good enough for Tour Buses.)

We regret that no representative of our region was named to sit on the Regional Transportation Planning Committee.

Enclosed you will find:

1. Our proposal from a proper Road link to the Lower Mainland.
2. My letter to the Minister of Highways.

Yours Sincerely,

Gus Abel
President

RECEIVED
APR 27 1989
SQUAMISH-LILLOOET
REGIONAL DISTRICT

BRIDGE RIVER VALLEY CHAMBER OF COMMERCE

Serving Bralorne, GoldBridge, Gun Lake, and Tyax areas.

PROPOSAL FOR THE UPGRADE OF THE HURLEY ROAD-HIGHWAY 40 LINK BETWEEN PEMBERTON AND LILLOOET AS OPPOSED TO THE DUFFEY LAKE ROAD LINK.

We have noted from the front page article in the Bridge River Lillooet News that the Duffey Lake Road has been favored by the Minister of Transportation and Highways, Neil Vant as the prefered route to connect Pemberton and Lillooet. This article outlines several reasons for this choice, namely:

1. Cost $80.8 million
2. "managable" avalanche hazard
3. Low probability of closures

Also mentioned was the need to consider the steep descent into Lillooet, the relocation of the road near Joffre Creek, also because of steep grade, and the need for a snow and debris shed at the east end of Duffey Lake.

Not mentioned in the article was the length of this route. We understand it to be some 100 km.

This article then went on to comment on the Hurley River route. It states that the route is 178 km. long, would cost $111.2 million to upgrade, has a low closure probability, and extensive avalanche hazards.

We wish to comment on these points and bring up a few of our own for consideration.

1. In the last several years, Forestry has upgraded the Hurley Road to bypass the steep grade at the Pemberton end and to widen the road considerably near the Summit. This section up to the steel bridge that crosses the Hurley would require very little work to bring it up to Highways standards.

2. The 1988-89 Dept. of Tourism map shows the Hurley East link into Bralorne as the only entrance and-or exit from the Hurley road. We understand that, although not maintained by Dept. of Highways, this piece of roadway is classed as a "Highways Class 4" road, and in fact was inspected by the District Highways Manager, Larry Fransson as recently as last week.

3. As the tourism map indicates, if the Hurley E. portion is included in this route, the majority of the slide and/or avalanche areas are eliminated. This E. Hurley portion is almost completely level and has no sharp drop-offs or slide areas.

4. The Bralorne to GoldBridge road-Hwy 40- is already Highways maintained and partially paved.

5. Highway 40 from GoldBridge to Lillooet is Highways maintained, and paved for 28 of the 103 km.

6. From a tourism point of view this route connects some of the most spectacular scenery and historical villages in British Columbia. The Bridge River Valley welcomes guests from all over the world every year, many of whom consider the Hurley route part of the "circle tour".

7. A quick calculation would show that the cost per km. for the Duffey Lake Road would be approximately $808,000.00 /km.

   In comparison the Hurley route upgrade would cost approximately $623,000.00 /km.

8. As Phil Gagliardi proposed some years ago, the Hurley route could be used in the future to connect the Lower mainland to the Chilcotin area thus making it available for recreation and development.

We therefore propose that you seriously reconsider the Hurley Road as your main link to Lillooet and Chilcotin areas.

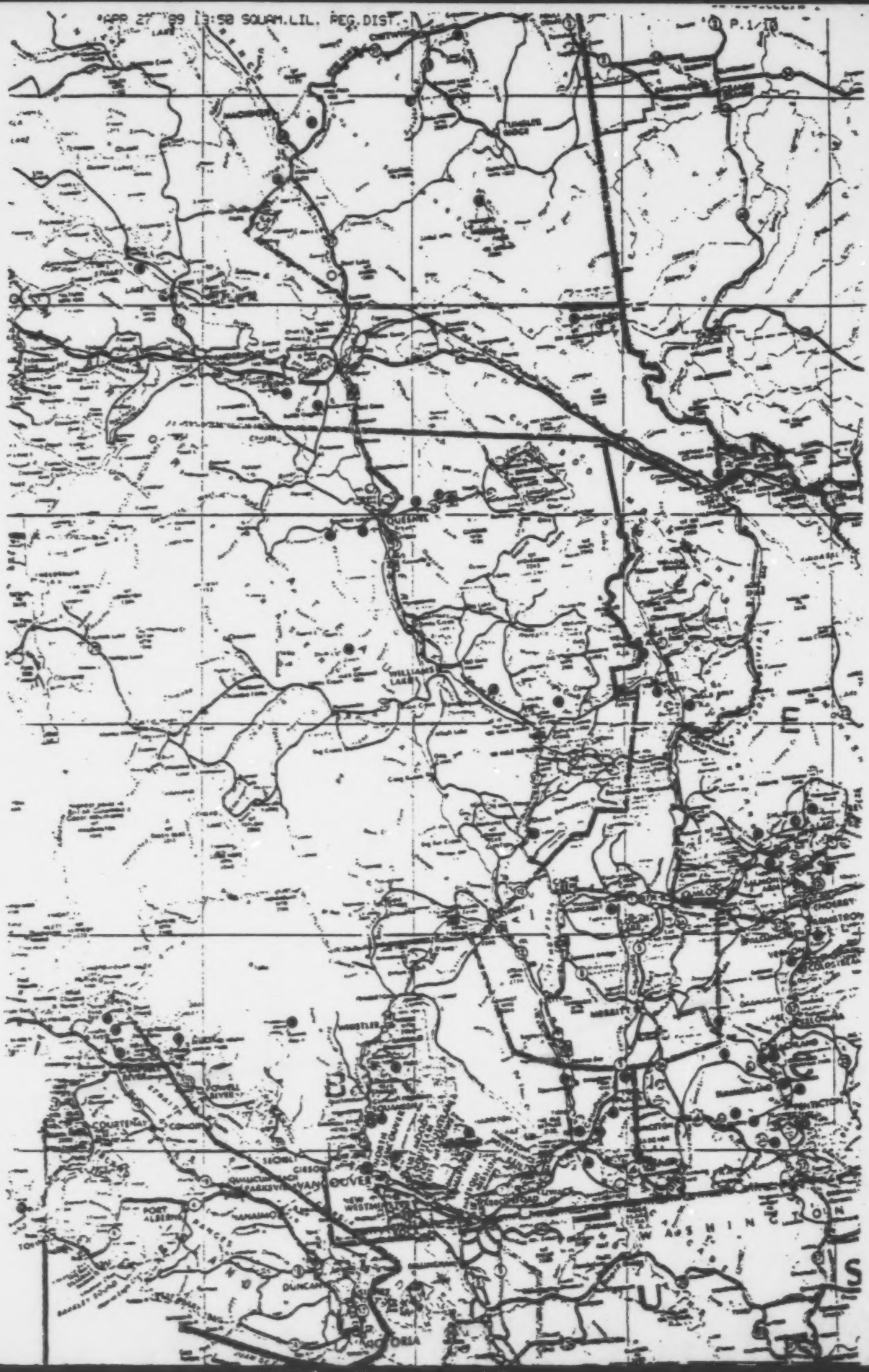
Enclosures:

1988-89 Dept. of Tourism Map (see highlighted section)
Photocopy-Bridge River Lillooet News front page article
Photocopies-Visitor book pages showing the area's worldwide appeal

CC: Jim Rabbitt- MLA Yale-Lillooet
Hon. Bill Reid- Tourism
Hon. Dave Parker- Forestry
Hon. W N Vander Zalm- Premier
Harold Hartley

We invite your replies and comments.

BRIDGE RIVER VALLEY CHAMBER OF COMMERCE
SS #1 GOLDBRIDGE, B.C.
V0K 1P0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British Columbia Coalition of the Disabled

TASK FORCE ON TRANSPORTATION

"Seeking Solutions"

April 3, 1989

Dan Cumming, Chairman,
Squamish Lillooet Regional District,
Regional Transportation Planning Committee

CHAIRMAN

Dear Mr. Cumming:

The B. C. Coalition of the Disabled has just completed a major Task Force on Transportation for persons with disabilities. For the last nine months we have been touring the province holding public hearings for persons with disabilities and transportation providers. We have addressed all forms of transportation and have documented the problems facing disabled travellers. In early March the Coalition held a conference that highlighted the transportation solutions which would permit mobility, dignity, integration, and independence for persons with disabilities.

We are sure that you would wish to include our information concerning the transportation of people with disabilities in your more general consideration of transportation in the various regions of B. C. Thus, I enclose copies of any transcripts of our hearings that would pertain to your areas of concern.

Yours truly,

Enclosures:
1 transcripts

Marilyn J. Reid

Marilyn J. Reid
Public Relations Officer
#211 – 456 West Broadway, Vancouver, British Columbia V5Y 1R3
(604) 875-0816

BCCD TASK FORCE ON TRANSPORTATION

Vancouver Hearing, January 13th & 14th, 1989

Written Submissions Received:

Phil Allan & Barb Goode: British Columbians for Mentally Handicapped People
Murray Brown: Assistant Engineer for Transportation, Audible Traffic Signals for the Visually Impaired City of Vancouver
Ian Joeck and John Neumann: North Shore Association for the Physically Handicapped
Constance Iverson: Individual Presenter
Jay Wadsworth & Sheila Rieger: C.N.I.B.
Betty O'Duffy-Brennan: Disabled Teens & Young Adult Club
Ben Dulk: The Vancouver City Council Special Committee on Disability Issues
Loree Rose: Individual Presenter
Deborah Prieur : Vancouver Housing Registry
Darrel Burham: Coast Foundation
Frank Roberts: Individual Presenter
Beata Howard : Residents of the Lions Gate Hospital Extended Care

Mailed In:

Neil Squire Foundation
Mrs Lillian Nakashima, Member of GAP (Getting Around Problems) Committee
SPARC
North Shore Association for the Mentally Handicapped
The Broadway Connection Group, Mount Pleasant Neighbourhood House.
Open Learning Agency
Queen's Park Hospital, New Westminister
The Arthritis Society

Friday, January 13th

Mayor Gordon Campbell - City of Vancouver

Mayor Campbell said he was representing the City of Vancouver, and felt that the City had tried to be responsive to the needs of disabled citizens by unanimously approving a recommendation for lift-equipped buses throughout the transit system to complement the handyDART system. He felt that the most important thing for City Officials to remember is to let those with mobility impairments make decisions for themselves.

He pointed out that the Regional Transit Commission in June of 1988 unanimously supported a resolution requesting B.C. Transit to ensure that all new buses are lift-equipped

In addition, the Small Communities Committee of B.C. Transit was concerned because in many small towns the handiDART system is not available.

He noted that there was discussion over which type of lift to install. He said that the B.C. Transit Board was responsive to the comments of disabled transit users, and moved to use only Lift-U-Lifts. The latest 35 buses that have been purchased are structurally ready for these lifts. A new order for 85 buses is being made, and similar requirements will be in place.

Some smaller communities will be initiating custom transit as well.

Mayor Campbell said that there is a committment on behalf of government organizations to integrate the transit system, but that it will take some time to have public discussion about the issue and to set up the system. The users will be involved, as will the operators of the system.

The key, he felt, to successfully integrating the system is to have all those involved with the transit system educated and involved with the integration.

Mayor Campbell looks forward to having copies of the Task Force Report, and being able to utilize the recommendations.

Discussion: John Maddison asked if there was a problem with the actual installation of the Lift-U-Lifts, and if that was why no actual lifts had been implemented. The Mayor answered that the reason that this was done was that the initial tender did not include lifts, and so the actual requirements had to be negotiated with the manufacturer. This became a problem because the successful bidder was not able to provide Lift-U-Lifts, but did make the buses structurally able to take these lifts.

The Mayor said that the target date for actual lifts being present on buses is mid-1989. The other problem with implementation is the determination of which user routes to place the lift-equipped buses on. Late 1989 should be the latest date. He believes that the next 50 buses that arrive will have the lifts installed. He stressed that the Board was also considering the costs involved in providing transit to disabled commuters while maintaining the regular bus service.

Marilyn Reid commented that the City of Nanaimo will be very pleased that there will be a handyDART system implemented soon.

Del Tomkinson asked what training will be provided for drivers. The Mayor answered that training is an issue that will be looked at, and that there will be a long-term training program as the key to an integated system.

Lanny Slade - Transit Sub-Committee,
Special Council Committee on Seniors

Ms. Slade pointed out that seniors are transit users, when possible. Of the 300,000 people over sixty-five, 45% are the frail-elderly living in the community. Many of them are restricted to using public transit as opposed to their own vehicles. Seats have been identified for the elderly. There are still some concerns. The kneeling buses, despite their existence, are not being used. It only seems reasonable to use these resources if they are available.

The sub-committee is pleased that buses are going to be lift-equipped, as it is something they have wanted for a long time. In addition, they are happy about the expansion of handyDART. Another goal for seniors is to improve the routes of buses. Ms. Slade hopes that groups involved in improving transit can get together and work for the improvement of the public transit system.

There was a comment that the involvement and support of seniors is important in getting improvements in the transit system. John Maddison pointed out that the Seattle bus lifts are used not only for wheelchair users, but for anybody who has a mobility-impairment. Therefore the lifts will be of great help to seniors as well.

John Clark - Independent Canadian Transit Union, accompanied by
Terry Mayer - handyDART driver

ICTU represents B.C. Transit operators in Greater Vancouver, and handyDART drivers in the region except in Vancouver and the North Shore. Local 1 represents the drivers. Local 2 the maintenance personnel, and Local 3 both drivers and maintenance personnel in Victoria.

The Union supports the concept of an integrated transit system. The Union does, however, have serious concerns about the implementation of the system. It is important not only to have training, but to have active participation of the front-line personnel in the planning process.; At this point, the Union has not been invited to participate. While the Union applauds the decision to purchase lift-equipped buses, it is essential that communication with drivers be opened up.

Issues such as scheduling, accessible bus zones, appropriate routes, communication between driver and consumer, behavioural barriers, and adequate driver training can only be addressed successfully if the administration, consumers and ICTU work together. ICTU would like to propose a working model so that B.C. Transit, disabled consumers, relevant municipal governing bodies and ICTU are involved right from the beginning.

Mr. Clark pointed out that many disabled patrons currently use the transit system, but many barriers, such as physical ones, including the height of bus steps and the lack of tactile signs, to behavioural ones, such as an impatient public and stressed-out operators unaware of disabled consumers' needs are placed between the disabled consumer and a good transit service. Many of these problems could be removed if the

various groups involved in the provision and use of the service worked together to improve the system.

Mr. Clark pointed out that all of the Flyer trolleys used in Vancouver have the kneeler capability. The problem is that the system isn't used, and also that the kneeler only removes the bottom step, and so is designed to be used only in places where there is no curb. The kneeling capacity does not give much advantage in any situation where there is a curb, since the second and third step are still there. Consumers can request that the kneeler be operated; and, then the only barrier to their use is the scheduled time allowed by B.C. Transit, which doesn't allow time to use the kneeler.

Mr. Clark cautioned that groups involved in accessible transit shouldn't lessen their efforts until the actual lift-equipped buses are in place, and not stop now just because promises have been made.

Discussion: Drivers would like the Coalition to keep in better touch with the transit drivers, in order to know directly what the needs of their disabled passengers are. Although drivers transport all the time via the handyDART system, drivers aren't always aware of additional requirements of disabled users. Also, if drivers knew they also could push on behalf of disabled passengers and better service could result.

Chair asks John Clark (ICTU) if all city routes are difficult to keep running on schedule? **Answer**: There have been cuts in service, from 6 minutes to 4 minutes. The buses are jammed now and they fall behind and one sees several same route buses together, then no bus at all for some time. There simply is not enough service to meet the demand. If this is complicated with stopping to use lift, and secure chair, you could end up with serious problems.

Logistical problems have to be sorted out. The system could not be initiated with use of the trolley buses as they can't pass one another because of the poles on the wire. If you have a wheelchair diesel bus providing a service on the busiest line in the city, which is Broadway, maybe service could be one bus every 45 minutes. It would have to be a diesel as they can operate independently of trolley lines. Such a service can be done but initially it would have to be a limited service; it would be a supplement, not a replacement to, existing transit service. Providing accessible transit means providing to everyone as a whole. First, existing service has to be improved as well as providing accessible transit in order to get realistic transportation needs met.

Question: Are trolley buses being removed from system?

Response: No, they are pollution free and easier to operate. Marilyn R. makes the point that regular transit users fear a disruption to existing service with buses stopping to pick up a disabled passenger. Mr. Clark comments: Operators are working to resolve these problems with disabled consumers, municipal authorities and Transit officials.

Seattle Transit system has been operating very sucessfully for ten years. They are approaching 100% accessibility; at present they are over 70%.

Betty-Lou Zumstein - Delta Community Career & Living Society

Delta Community Career & Living Society (DCCLS) works with folks who have a mental disability and whose choice is to work. The BC Enterprise Corp has developed

a wonderful industrial site at Tilbury Park at River Road which is in our community. However, the people who live and work in our community cannot access employment at Tilbury Industrial Park (TIP) because there is no bus. People who live in North Delta or Richmond or Vancouver can catch a BC Transit bus and can get to work; however, with people who live in the community where the industrial park is, many disabled people who have the potential of working at TIP cannot get there.

DCCLS has tried for the last year and a half to get some bus service for these folks--they don't need handyDART. They can use the regular transit system; it seems as if we've had a deaf ear from BC Transit. They are just not willing to look at our problem. And the problem could be easily solved. There is bus service for peak times to TIP, however, it is not linked up to the Ladner Exchange. So there is a bus--it's just not servicing our community.

Likewise, from DCCLS we run an employment service called Access that aids mentally disabled people in finding and keeping jobs. Their problem is at the other end of Surrey where there is another industrial park called Port Kells which is also not served by BC Transit. So it seems to be a big problem when the BC Enterprise Corporation is developing these wonderful sites, but it seems they're saying that unless you can drive, unless you have access to a car, you can't work here. So it's really a big problem for us. The DCCLS's major concern is that they can't get access to work for people who want to work. Therefore, they are limited to what they can do. And many clients are staying in sheltered industries when they can and want to do much better but they can't get to work.

Geoff McMurchy asks if these concerns have been made known to BC Transit and have there been any meetings between the latter and DCCLS? Ms. Zumstein responds: The last transportation task force about a year and a half ago I attended and voiced my concerns over and over again. It was just before an election and a number of people said, yes, they would do something; well, those people didn't get elected so nothing's been done. I sent a proposal to BC Transit last year about re-routing the bus or perhaps putting in an additional stop for accessing existing bus that's already there. They couldn't do it; they just don't seem to see that it's a simple solution. We just haven't been able to get through to them to make them see that this is a real problem and they are not willing to help us with it.

Question: Has your organization considered a lawsuit under the charter of rights and freedoms to try and force BC Transit to provide the same transportation that is available to the non-disabled community? **Response** : No, we haven't thought of it. But it is certainly a consideration. We have a retreat coming up where transportation is one of the major career concerns of people, so that's certainly a possibility. Lobbying : we are in the next few months petitioning regular employees to find out if transportation is also a need for non handicapped workers and we are hoping that it is indeed a need for them: for young workers, for people just entering the work force who don't have their own transportation. Our biggest beef is that the industrial park is put in our community and the people in our community can't access it, and that's not fair.

Discussion: How many people can't get to jobs? Immediate is 7 but the potential for jobs there is about 30 in the industrial park. Someone suggests that DCCLS can solve the problem without the assistance of BC Transit. Ms. Zumstein disagrees. Transit is to serve all British Columbians and we are not getting serviced. If industrial estates are being built--or many employment opportunities--make sure that that community is being served so that the people living closest are being served.

Elna Thibeau BCCD staff person, applied to TIP a year ago. Couldn't have gotten employed there because she lives in Tsawwassen and she had to turn a job with TIP

down because there is no bus service and she cannot drive. Ms. Zumstein replies: We have a number of people like this. Employers are saying, "Yes, we'll hire your people," but the employer is not going to provide transportation. Our people can do the job and we want them to be as independent as possible and you must be able to get there. but there is no bus service. HandyDART is not an answer because many jobs start as early at 6.30 am and handyDART is not adequately staffed to be able to take people to work on time. As a result we are paying ridiculous taxi' fees for some people as a trade off for having a job. That's not the answer especially when there is an existing bus service that goes there, but they are leaving us out of the picture. BC Transit should just re-route and stop at the Ladner exchange.

BCCD's Del T. notes that most disabled people don't drive, and they depend on public transit. Over 90% of DCCLS's clients will never realize getting a driver's licence. This is an issue for others who can t get there as well.

Bruce Devereux - BC Wheelchair Sports

BC Wheelchair Sports (BCWS) is a provincial organization representing mainly spinal cord injured individuals within sport and recreation. The focus is to advocate with and on behalf of BCWS members to promote accessing more opportunities for competition and independent recreation participation. Recreation is a valuable component to any individual's lifestyle and one that relies a lot on transportation. The physical, social and emotional benefits of recreation are pretty well unlimited. Even though recreation is an important component of an individual's life there are quite a few barriers. Personally the speaker finds the transit system one such barrier and he finds it hard to imagine having to book transportation four to sixteen days in advance in order to get to the gym.

Specific examples: increasingly there are a number of juniors participating in wheelchair sports. As it stands at present, the public transport system can t meet the demand of having juniors wanting to get involved in programs.

They not only have the barrier of the chair trying to get onto a bus system as such. but they are young and they can't drive. The problem with some shooters is in the area of zone crossings. say for example, going from the Vancouver zone into the Burnaby zone and the handyDART system not providing a system in that area. Say somebody has been participating for four years in an event and finds out a week before that the system has decided to change its mind and says we can t transport you any longer into Burnaby or New West because it's not a priority for them.

International and National levels. Bruce read from a letter to Air Canada Customs Relations Officer Team members attended a tournament in Windsor. Ont. They transferred to a connecting flight to Toronto for Vancouver after a delay of over two hours Arriving in Vancouver they were informed that three team members' wheelchairs were not on board. They were told by the Air Canada agents that the chairs were being flown into Toronto and would be transferred to the connecting Vancouver flight. However, on arrival in Vancouver the chairs were not on board. although there indeed had been time to do this due to the previously mentioned two hour wait at Toronto airport. The team was informed by Air Canada that the wheelchairs were intentionally left behind in Windsor as the cargo section was full Therefore. Air Canada agents in Toronto were either not telling the truth or they themselves did not check to ensure that the chairs had been transferred via Windsor to the Vancouver flight.

The team was then told that the wheelchairs would be flown out the following day, Monday, to Vancouver. No replacement chairs were offered in the interim. At noon, on Monday, a team member was told they'd be in at 2.00 pm as the cargo was full for the noon flight; so, they would be on a 4.00 pm flight; at 4.20 the team manager called and was told that the chairs were not there. And he was told to call customer relations as the latter recommended renting wheelchairs; and, Air Canada would pay for their rental. Team members got their chairs at 7.30 pm that evening.

Three recommendations: One : upgrading public transport system, and not just adding more handyDARTS . As a supplement they are fine, but as a total service they cannot handle the service required.;

Two : Provide educational materials regarding the importance of leisure and recreation activities so that they don't take a back seat to everything all the time.

Three : Develop a closer liaison with the airline industry, maybe along the lines of a consultant being involved during the training of airline personnel.

Harry Rumley - Vancouver Parks Board

Disabled persons part of the community within the twenty three community centers in Vancouver. Too often transportation is a top issue, no matter what meeting he goes to. Parks Board does play the role of advocate regarding transportation. Regardless, the complaints go unnoticed and the same complaints keep coming up. Courses at centers run up to twelve weeks and disabled persons can't get that kind of time commitment from the transit service. As a result they find it impossible to register for courses. Also, individuals have to constantly resort to petitioning their MLA'S for aid; they are forced to go to this level time and time again. It just doesn't seem right.

Another area of concern is the low priority which is given to recreation. The Park Board is committed to providing an accessible recreation service to persons with disabilities. However, we are finding that the individual consumer is unable to get to that service. Only a small percentage of the twenty three community centers are on bus routes so we must pay attention to our custom transit service. Strong advocacy must continually strengthen that service as the public transit will not serve all of our community centers.

John Maddison - leisure/social recreation should be bumped up on the list. The priorities are set by the dictum of BC Transit: it is not the operator/booking agents' fault. One solution would be increased funding so that no matter what the travelling reason there are funds necessary for travel.; Also, efforts to get better/more integrated public transport does not mean that we are forsaking custom transit. We see the strongest service being offered by custom transit in addition to the regular bus system..

Barb Good and Phil Allan - British Columbians for Mentally Handicapped People (BCMHP)

There are not enough handicapped buses around. You have to book three or four days or even a week ahead. Sometimes the time has to be changed and you lose your spot. HandyDART should have more buses. It's not fair to lose chances to go places. Some people have a special problem and need to have a travel companion: they should be able to go free instead of having to pay. Bus drivers get mad because they

have to wait till people get on and off, and this happens over and over again. People should be allowed to take their time.

People should not be restricted from recreational activities just because handyDART does not allow people to go out in the evenings. There should be more buses that run more often for people to be able to give a couple of hour's notice.; The cost of regular transit is too costly for handicapped pensioners. Some bus passes cost $67.00 or $90.00 per month; that's a lot of money and can cause a financial problem as a lot of people can't afford that.

Isolation is already a problem for mentally handicapped persons. And a transit system we can't afford to use makes sure that we don't get to be more visible. BCMHP feels that the government should be able to help people to pay for a bus pass if they can't afford to pay.

People who can't get on buses don't get much help and the situation has gotten worse. People on cruches have fallen over when bus lurches and something should be done about this.; Rush hour is worst and people don't want to wait for two hours till the buses are not as full. Also there are a few bus drivers who call out streets. Lots of times you can't see out to know where you are--it would help a lot of people if drivers did call out stops.;

Skytrain Main concern is people who have trouble walking could fall onto tracks.

Geoff McMurchy mentions that there is a provision for attendants to ride free on handyDART. Call and say you know it is your right to have an attendant. If you have trouble speak to Bruce Chown at BC Transit.

Zoltan Kuun - Engineering Consultant

Director of North Vancouver Chamber of Commerce and Chairman of Transportation Committee. Presentation will be a mosaic from the point of view of the transportation engineer in private practice, with special emphasis on the service to wheelchair people Mr Kuun emphasizes the importance of prevention and reducing accidents and reduction of accidents would reduce the number of the handicapped as well.

Public City Buses by Handicappped. Use by handicapped people should be discouraged, as city buses are not equipped for that purpose, unless the disabled person is partially ambulatory or is accompanied by a person who can bodily lift the handicapped person into the bus. Travel on interstate buses is a different situation because the person in question is using the bus for a longer period of time and the wheelchair can be stored, usually in the luggage compartment. Rail system requires further study Demand does not appear to be very high. And, again, the handicapped person should always be accompanied.;

Airlines: they make strenuous efforts to accommodate the handicapped and with extremely few exceptions his experience with them has been excellent.
The airport itself, however, could improve their facilities by specially designated parking stalls in that area presently occupied by rent-a-car lots as it is a handier location for handicapped.; Usually handicapped stalls are pushed to one side, not terribly convenient to the handicapped person Also, handicapped stalls should be available for advance bookings both on a temporary and on a daily basis for, let s say, a maximum period of three days.

Parking. This area is fairly well researched. The following is a paraphrase of an article from the Institute of Transportation, from its official journal the I. T. Magazine. They recommend that formal land use needs less land use than we are considering today. These are offices, commercial area, industrial area and some areas like some large shopping centers, fringe parking lots, and convenience stores. The land uses may be needing more handicapped parking are the following: Medical buildings, educational facilities such as colleges and universities; city buildings, such as city hall, libraries, court houses, communiaty centers; and, public agencies , such as senior citizen housing, parks, day-use areas, and game and sports complexes, entertainment theatres. Various businesses such as banks, telephone companies, utilities. Small neighbourhood shopping centers, high density residential areas, convenience stores and drive-in parking lots.

The success of handicapped parking problems are listed as follows. We need good enforcement, co-ordination with handicapped groups, space and vehicle identification for handicapped persons, public co-operation and consideration that their privilege has not been abused. Media coverage, spaces in stores that need it, but not many so they are perceived as too numerous. Thoroughly evaluated requests for new handicapped spaces. Large population of handicapped persons need the recognition of needs. State law promoting understanding.

Potential research needs which would quantify handicapped parking usage with the goal of developing minimum handicapped parking requirement for various land use categories. It would require new data collection for a common basis. Occupancy level associated with successful handicapped parking programs would be of great interest Recommend national standards for identification of handicapped drivers and of all street and off-street handicapped parking spaces Widely adopted standardization would reduce confusion among users and would make enforcement easier.; The effectiveness of various sticker parking use preventing unauthorized use of handicapped parking spaces. Regional characteristics, land use factors and enforcement practices and other variables should be considered for the possible influence on violation characteristics.

We should look at successful and unsuccessful parking programs. Develop models, and guidelines to assist jurisdiction in beginning or improving handicapped parking programs. We should continue research into parking space design; length, width, location, pavement markings, etc. Maintenance should also be included. And, lastly, a public education program.

Questions. Please elaborate on special assistants you previously mentioned.
Response. My feeling is that we are attempting to abandon, to a certain extent, the wheelchair person, or the disabled person, in order that the government can look after them. I think the families should do more. And people within the family should accompany if at all possible, the disabled person. That is what I meant by assistants; I think we are doing a lot of ramping on the streets, and we have talked a lot about it this afternoon. Ramps are very often not manageable either with a manual or electric wheelchairs so there should be someone there; of course, the public will help.

Tom Timm - Assistant Engineer for Streets, Curb Ramping
City of Vancouver.

Presentation in respect to wheelchair/scooter mobility for disabled persons. This is a form of mobility for the disabled which able-bodied people take for granted. A frequent obstacle to a disabled person within the urban environment is the street

curb. This presentation will discuss the curb ramp program that has been in effect for several years in the city of Vancouver.

The curb ramp program history. An annual program has existed since 1964 as well as putting in new ramps in conjunction with new sidewalks or ramps being put in. The program was expanded in the early nineteen sixties with the assistance of grants from the federal government. Other than that, funding has come entirely from the City of Vancouver. To date, 12,000 ramps have been installed, roughly 600 a year.

The money we get is spent in three different categories. One, to install ramps requested by groups or individuals; two, we fund the cost of ramps with specific work we are doing; three, on modifications to existing ramps that have been found to be sub-standard.

First priority is the installation of ramps along with other works. Often there is no additional cost to doing this. If there is an existing curb the cost of cutting a curb is funded from this program. This has been our top priority because it makes more economic sense to do it then than later. Second priority has been the installation of ramps at locations where they are requested by members of the disabled community. In 1987 and 1988 we had annual programs at about $100,000.00 a year; and, about 55% of that funding went to installations in locations that were specifically requested. Last year we installed 120 ramps on request but we were still left with a backlog of about 63 requests we couldn't fund. We estimate that by June of this year (1989) we will have received over 200 requests for ramps towards this year's program.

This rapid growth in the demand for ramps is, apparently, due to a number of factors. The biggest factor seems to be an increase in the use of electronic scooters by the elderly. The scooters are allowing previously housebound people to get out into the community. And they have also given
them a much greater range than the same people would have by using a wheelchair, so they cross more streets and need more ramps than in the past.

Another factor is that disabled people are living within the community. In groups homes, co-ops, rather than being in institutions.

Upgrading substandard ramps has a budget of about $100,000.00 and an increase is being requested. Would not only keep present program going but would upgrade more substandard ramps as well as start an organized program filling in ramps along commercial streets, retail areas.

A service provided, in addition, is maps of where city ramps exist, it shows 9,000 ramps, and as such is incomplete as there are 12,000 ramps in existence.

Standards and Future Plans. First, standards of ramp design have evolved over the years in response to problems that have become apparent, from organizations which represent disabled people; and, from individuals phoning city hall. At first, ramps were located outside the marked crosswalk and a 3/4 inch lip was left at the base of ramp. Both of those were done in response to initial concerns expressed by the CNIB, representing the blind, saying that blind people tended to get disoriented when walking past a ramp in their walking path with no lip, as they could not locate the distinction between the sidewalk area and moving traffic.

As a standard, only one ramp installed at intersection. Mostly as a matter of funding and with the intention of having as wide a distribution of ramps as possible, rather than putting one in each corner of the radius. Standards were probably inadequate for a number of reasons. Ramps outside crosswalks were often blocked by vehicles stopped or parked at intersections. It was found that the light we were installing was

too high for electric wheelchairs, some of which have very small wheels. With a single ramp installation at a busy intersection people often had to wheel out into moving traffic in order to cross the street when the traffic was stopped. Many locations installed according to these standards are still in place. And those are some of the sorts of problems we hope to be able to address with an enlarged program this coming year and into the future.

A drawing was distributed to the BCCD task force committee members showing current standards of curved ramp locations. It shows how the locations vary quite a bit depending on what type of street intersection it is: local, residential, to not very busy streets where a single ramp in the corner radius, to heavy traveller arterial streets where we try to put a ramp at each end of the radius. In addition, they can vary quite a bit depending on other site specific concerns like a hole in the way. fire hydrants etc.

Last fall a survey was conducted of all street intersections in the city to determine where we have /don't have ramps and which ones are/are not acceptable. Along with locating ramps they are being checked out for workability by using a tool devised by a previous member of council's committee on disability issues. It represents a standard cross-section of a typical wheelchair base clearance and overhanging foot-rests so that it can be checked as to whether the foot-rests are going to run into the pavement; or, whether or not there is adequate clearance for maximum height of lip. As well, the device checks whether or not ramp slope is adequate. When study is finished they will have a complete inventory as to which ramps are good and which need work. When completed the survey will enable them to establish priorities for operating the ramps as well as the installation of new ones.

In summary, we feel the Ramp Program to date has been very sucessful in meeting the need of the disabled community; and, in general it has been well received by the people it is intended to serve. The City has recognized the growth and demand for accessibility and we intend to continue towards improving mobility within the urban pedestrian environment.

Del Tomkinson asks about curb-ramping in Bellingham which follows the entire street corner and asks is that not possible in Vancouver? Mr. Timm responds: One, the blind can't manoeuver it and cars don't always know when they are on road or sidewalk causing danger to able and disabled persons as well as sidewalk damage. This system had been previously tried out on West Broadway.

Mr. Timm notes that there is a special council committee on disability issues made up of disabled community members along with a council liaison to deal with specific/broad issues regarding the disabled communuity and a liaison member of City council. Specific requests don't need to go directly to that committee, however Requests can be made directly to Mr. Timms' department. There is no organized program for covering arterial streets, bus routes and so on at this time. Basically they have been responding to specific requests, but they'd like to address these concerns through an expanded program later this year.

Murray Brown - Assistant Engineer for Transportation
Audible Traffic Signals for the Visually Impaired
City of Vancouver.

Installation of audible traffic signals has been going on the last five or six years. Presently, they are in nine locations with two under construction. Eight are at pedestrian crossings only and those crossings at flashing green lights that remain

flashing till buttons are activated by pedestrian They are at these locations because they are difficult for a lot of people. The other three are at more complex locations, with left lanes, that sort of thing.

Sounds are standard for north or south at every location. The device has a distinctive sound for one direction, and another for other direction. Device also adjusts automatically to higher sound level if intensity of surrounding noise level is high. (Demonstration of device given.)

Massive survey at request of the city's committee on disabled last year. Guidelines for installation of these sound devices. They looked at both Canadian and European models. Toronto, for example, has 40% of the nation's blind population and has none of these devices. Other cities have some. Vancouver is on par. In the U.S. some cities have been told that no controls were wanted by blind persons as it distracted from listening to traffic. Whereas Finland, for instance, installed devices at all sites. because how else was a sightless person to know when the pedestrian cycle begins and ends as the pedestrian cycle is often different from the green cycle--this is our opinion also.

The main purpose of the survey was an attempt to get some guidelines for deciding on locations of sound devices. We thought we would get a system that would allow us to quantify some magic number for engineers, telling them whether or not one of these devices was needed. None of the cities had this system. Each city said they installed them on the advice of a committee on disability issues, the CNIB and so on, and that is what we have been doing.

Some factors considered were: low density areas where there were few people to help, and, in high density areas with confusing traffic patterns such as left turning lanes; and, locations with transit stops near hospitals, shopping centers, schools, colleges, hospitals; locations for the visually impaired, or light traffic areas where traffic noise is low. These are the guidelines for Vancouver program.

In Vancouver a few will be added every year, budget permitting. The cost is $4,500.00 at a two crosswalk location, where four beepers are needed. And, up to $12,000.00 at four cross-walk. The devices are $800.00 each. At 41st and Oak the device only works during main daylight hours when it is used mostly, and into early evening, as at night the noise was bothering people in residential areas.

In conclusion, Vancouver according to our surveys, is doing a good job in this respect. The process of working with a local committee is working extremely well. A public request is passed through the Mayor to us and we decide whether or not to install one. This seems to be the most practical way to install the devices which will go in at the rate of five or six a year.

Nathan Davidowicz - Individual Presentation

Trolley buses are not able to use lifts and BC Transit recently bought new buses which won't wear out for at least thirty years. So don't get your hopes up. It's a matter of getting accessible buses when replacements are needed. Also, City municipalities are responsible for other things that allow for an accessible transit system like sidewalks, curbs, bus shelters, bus benches, bus stop location, traffic signals. There's thirty kilometers of missing sidewalks in the city of Vancouver; and, at least one hundred bus stops out of eighteen hundred don't have any concrete sidewalk or landing pad where one could wait comfortably, there's just mud or gravel. In about four hundred locations the sidewalk is too far away from the curb.

The cost for a landing pad for bus stop is anywhere between $300-1,000.00. Bus shelters/benches sometimes interfere with wheelchair mobility; but, in most cases there aren't enough as they are perceived as street obstacles by the city engineer.

Traffic signals: Time is worked out at four feet per second, but a disabled person walks slower than this pace. Only 100 traffic signals in Vancouver don't have WALK/DONT WALK indicators. It's mandatory for all provincial highways to have these indicators, you see this in Burnaby as the provincial government is in charge of traffic signals in Burnaby. Should be initiated by someone as such a system is needed in a city like Vancouver.

Also, we might want to host a mobility conference similar to the one hosted in Seattle earlier this year.

John Neumann - Assistant Executive Director
North Shore Association for the Physically Handicapped
Caroline Porter - North Shore Custom Transit Advisory Committee

Group represents many special needs users of public transport. Today they are presenting jointly with the Custom Transit Advisory Committee of the North Shore United Way (NSCTAC). Caroline Porter will speak first representing the Custom Transit Advisory Committee; and second, John Neumann, the Assistant Executive Director of the North Shore Association for the Physically Handicapped (NSAPH).

The NSCTAC has existed since the inception of handyDART on the North Shore in the early 1970's. Members include users/advocates/professionals and the handyDART operators. The NSCTAC was instrumental in identifying and selecting the local operator and has assisted in the development and on-going improvement of the service over the last ten years. There has been an excellent working relationship between NSCTAC and NSAPH and the operator during this time, and members feel comfortable with the calibre of the service offered considering the limitations placed upon us from the system.

Major areas NSCTAC are trying to address: One. Funding of custom transit. Present funding levels are clearly inadequate to current demand, resulting in an insufficient level of service and unfair prioritizing. Social/recreational needs are given a low priority. it's not possible to schedule such trips during the week. At night there's only one van operating over a widely spread geographical area. So many social/rec trips cannot be accommodated. For example, two people at opposite ends of the North Shore cannot book the same pick-up time. Trips into Vancouver are on a shared ride system with pick-ups beginning at 8.00 am and return starting at 11.30 am. Users wanting afternoon appointments must make alternate appointments if they can. Sunday service: 11.00 am till 7.00pm, and this restricts such trips as church attendance as most church services begin at 10.30 am.

Two Integration of Policy Planning with other government funded community based services such as the volunteer driver's program appears to be seriously lacking. Rehabilitation and therapeutic programs like handicapped bowling cannot be accessed by the people for whom such programs are intended. They are seen more as recreation than therapy and are prioritized as such. Deinstitutionalization initiatives have increased the transportation services but funding to local operators does not allow for these increases.

The new scooter policy implemented Dec 5,1988 is restricting service to North Shore Scooter riders: they are required now to disembark scooter and to ride in a conventional seat. The vans have several steps and scooter riders have trouble embarking onto van. This could pose a saefty risk due to their physical unsteadiness, as well as undue stress to van driver, trying to assist passenger. Fatigue is another factor. Many scooter riders have multiple sclerosis or a similar condition that makes them tire easily. And, they must be booked for two spaces, not just one, in order to transport scooter.

Three: Standardization of to service, delivery and mechanisms. A: There is an uneven and inconsistent application of service throughout the lower mainland region. Hours of service: booking requirements and ease of reaching dispatcher by phone vary. For example, on the North Shore we cannot book a ride after 3.00 pm or on the weekends. Non-mobility impaired school aged children with dyslexia are currently being transported to a school off the North Shore while pre-school special needs children are denied local service. B: Evidence is clear that the move to computer use has limitations in certain areas. For example, the dispatcher must stop programming in progress in order to manually check book requirements. Whereas, with a hand written log-book s/he can simply glance over it for the same information. Programming of the computer has resulted in less time available to take requests for service.

Four Integrated Public Transit System. We support the move to make all buses wheelchair accessible.

Five Contractual use of private and voluntary services. Taxis as an adjunct to the service The concept has been endorsed by the two North Shore municipalities. It should be expanded to include the whole system. Wheelchair accessible taxis Assistance should be available to enable local companies to increase such vehicles in their fleet. Presently it's not economically viable for small operators to do so on their own. This would offer another option to custom transit users who are unable to transfer from their wheelchairs or use electric wheelchairs.

Integration with voluntary driving services. Our North Shore Capilano Community Services offers an invaluable supplementary driving service but cannot keep up with the demand. It has no means of assisting drivers with out-of-pocket expenses This service is mainly aimed at seniors. Younger custom transit users and those in wheelchairs are often unable to avail themselves of this option. Richmond has an integrated volunteer service which could be implemented elsewhere. The volunteers provide rides and get reimbursed by the custom transit operator

Six Design of Vehicles. Concern over rationale of vehicle selection and the input from custom transit drivers and users. What research is undertaken?
Earlier buses, like the Wayne Coach, for wheelchair-bound riders felt like they were riding in a flat-bed truck as there was no suspension. Recent scooter policy has created confusion and hardships for users who have to transfer from scooter seat to van seat. Many scooter users cannot transfer in present vans due to location of bench seat which is directly in front of them. This issue is being dealt with separately by scooter users with our full support.

Seven Wheelchair Parking Spaces Many are not appropriately situated They are on slopes or are not wide enough for chair and rider to get out of van and there is not a marked line Need for government-funded public awareness campaigns and education for public regarding inappropriate use of handicapped parking spaces. For instance, regular newspaper ads could be run.

Eight: Regular Transit Routing. Routes should take into consideration needs of less mobile users. For example, seniors wanting to get to Lion's Gate Hospital require as many as three transfers. Transit authorities have been told numerous times about this problem. Placement of bus shelters, lampstands, etc. often create obstacles in the path of wheelchairs, not to mention baby strollers.

In closing, we would like to state that we firmly believe a maximum use of public, private and voluntary resources effectively co-ordinated and funded would not only enhance the ability to meet the transportation needs of the mobility impaired but would offer a more cost-effective use of government funds allocated to essential services.

Ben Dulk - Member of the Multiple Sclerosis Society

Muscular Sclerosis is a neurological disease striking one out of 500 persons in Canada. In Vancouver 350 persons officially registered with the MS society, although there are a great number of people who have the disease and are not registered with the society. The disease strikes between the ages of 20 and 40: some symptoms : loss of balance and co-ordination, loss of bladder control; speech impairment, double vision. All cases are totally different from one another. There is no known cause or cure.

Transportation of any sort must be very carefully planned. How long trips are? How long until the next rest? How long till next bathroom trip? People with MS want to lead as normal a life as possible by getting out into the world. To do this they need transportation services.

Modes of Transportation:

Walking : Within the city. MS people should be able to go to the theatre, walk in parks, libraries, shopping centers. However, there are too few accessible washrooms for wheelchairs.

Wheelchairs and Curbs: The city engineering department is doing its best to provide curb-cuts wherever possible, and should be commended for its work. However, a few questions come to mind: Why are the majority of curb-cuts on main roads, not on the less travelled roads. Sometimes they point into traffic and don't go into the less travelled side streets, so that a wheelchair user has to make sure that there is no traffic for a hundred feet or so, in order to get out safely.

Mr. Dulk suggests the city utilizes its disabled citizens in the design stage to determine the positioning of curb-cuts. The engineering department could get valid pointers from the users of curb-cuts.

UBC Endowment Lands Provincial Park : In its development walks should be included for disabled people.

Buses: Have been discussed at length by other presenters. Wheelchair accessible buses are a must. Mr. Dulk suggests that BC Transit should have a disabled person on its Board of Directors so that the disabled community would have input at a high level. Another suggestion: benches by bus stops.

Airlines: Most airlines are very good insofar as they go out of their way to make travel comfortable for the disabled. There are some problems, though, like being placed too far away from washrooms. Gradually, however, the airlines are being

educated and responding to the needs of the disabled passenger. It is suggested that each airplane should have its own wheelchair that can be rolled down the narrow plane aisle. Such wheelchairs do exist. So, pressure from the disabled community is a must in order to have these wheelchairs available.

Discussion: Wardair has aisle-chairs. 767's now offer accessible washrooms.

Loree Rose and Debra Prieur - Vancouver Housing Registry

Loree Rose: Speaks about her role as an educator, as well as member of Vancouver Housing Registry (VHR). Biggest problem from a physically-challenged person's point of view is a lack of spontaneous transportation. Makes people feel powerless when they feel like they have no choice. Makes for seclusion, isolation and loneliness; when what disabled people are asking for is a basic human right.

The provincial government needs to allocate more funds to BC Transit so that handyDART contracts can handle requests for rides ranging from doctors' appointments to a social evening. That's not too much to ask. And, that BC Transit public buses accommodate all people be they able-bodied people, physically challenged or seniors. And that we normalize our transportation system, because it does discriminate. Health does involve a whole person and that includes our need for social contact. It's fine for handyDART to prioritize rides for doctor's appointments if you are having an affair with your doctor.

Debra Prieur (presenting the VHR paper): The YWCA's housing registry is a free service to Vancouverites. Target groups include seniors, people with disabilities, low income earners and older singles.

Many disabled persons do use the VHR service. The problems people with disabilities face, apart from the common problems of availability and affordability, are lack of accessibility and an inadequate transportation service. These factors combine to create a formidable barrier for disabled persons seeking safe, secure, suitable accommodation.

If anyone's disability or transportation barrier prevents going to YWCA's housing registry they can be registered by phone. However, this is of little use if they need to meet in person (at the latter's convenience). Today the rental market is more competitive than ever, with landlords making spontaneous appointments. Use of the handyDART service requires advance bookings and top priority is given to medical appointments, work and school. The likelihood of a suite being available one or two days later if and when one is able to book handyDART service is slim.

Unfortunately, those disabled people with transportation difficulties call the registry in the hope that we can physically go and look for a home for them. This is a service we cannot offer. Such requests have increased our awareness of the need for immediate solutions to the inadequate transportation services available.

Recommendations: One: The provincial government increase funding to BC Transit so that city bus service is made acccessible to all people.

Two: The search for suitable housing be recognized as an exceptional time in a person's life and therefore be given priority status in the handyDART system. This would require increased funding to meet the increased demand on handyDART service. One innovation may be to assign a specific number of return rides per person (10 for example) during housing search period.

Frank Roberts - Association of Injured Motorcyclists (A.I.M)

Group founded December 7, 1983 by a group of motorcyclists who thought that there could have been more help for motorcycle accident victims. Today AIM is a non-profit organization providing advice and information as well as legal, moral and rehabilitation guidance to motorcyclist accident victims.

Having lived in group homes with people confined to wheelchairs I know that transportation can be a problem. I am fortunate, however, as I can ride the public transportation system; although this is not completely without problems. Transferring from bus to bus, for example. I can walk, but not run to make the connection and the bus often leaves before I can get there. I can try to attract the driver's attention by waving, but either the driver can't wait the extra few seconds or doesn't want to. This is especially frustrating during bad weather.

Seating: Sometimes the bus moves before I can get a seat and I fall in the aisle. This is also a concern of seniors. Skytrain is a help to disabled people. We are now able to access many more places with more ease and less expense than with taxis or with handyDART which has to have several days' advance booking.

The only personal complaint regarding transit is sometimes the drivers don't want to wait as they have to keep to their schedule. I understand that.

Comments: Re: Buses starting before passengers have settled themselves. This would be important for future driver awareness training, for them to be aware of people who are unsteady on their feet.

Rob Fenton - BC Coalition of Motorcyclists.

Involved in a whole variety of issues, including the needs of injured motorcyclists. Unfortunately, a lot of motorcyclists do get injured and become disabled as it is a dangerous sport. We are trying to improve awareness so that we don't have as many disabilities Peter Jackson is the coalition's full-time lobbyist/organizer and he was approached by the Greater Vancouver Regional District (GVRD) concerning the White Pine Beach area, Belcarra Park. It's a very popular park with annual visitors of 500,000 There is an access problem to park for disabled persons. But GVRD is making it accessible with a paved road so that wheelchairs can get right to the water. That part is dependent on a grant application to the BC Lottery Fund with great support for getting funds on behalf of the GVRD. There will be handicapped parking with proper grades for beach access. Trikes are ridden by wheelchair-motorcyclists and they are working on getting parking stickers/space for parking as well.

Darrel Burham - Coast Foundation

Coast is involved with people who have psychiatric disabilities. Mobility not the issue -it's not being able to access community facilities. It's more affording transportation facilities that are already there. A very high proportion of membership dependent on public transportation. Two to four percent of members who live in Coast housing own their own vehicles. Most people either walk or take bus to rehab/social centers. Anything affecting public transport system is critical to their well-being.

Social issues are very important and if people can't get out into the community to meet their friends and access community resources it is certainly not helpful for them as they deal with their mental illness. Coast has to be accessible to people with

mental illness. There are five bus routes within a block or two of their location. The major problem for people not eligible for GAIN or HPIA (and there is a great debate over whether or not psychiatric disability is deemed eligible for HPIA). If you are eligible you can get a bus pass for $36.00 for a year.

Some people get an additional $50.00 per month to buy a pass. Others don't get either and it is very expensive to travel five days a week in Vancouver.

We have a very low use of handyDART. Whether or not psychiatric disabilities know about the service or not is unclear. Service should be available to such persons.

We have transportation for psychiatric people in boarding homes, taking them out once a week to social events; we serve about 35-40 homes in the city. The Ministry of Social Services and Housing (MSSH) pays Coast for that service; but not for anyone over 55 years of age. And there's a high percentage of users in that category Coast will have to subsidize the service for $10,000 a year to continue service the over 55 group. MSSH policy does not pay for anyone on a pension. However, Coast finds this frustrating as the senior psychiatric client needs to access social programs even more.

The current transit system is designed for people to come to the Fraser Valley and back. The Langley/ Surrey/ Pt. Moody area has poor service Difficult to get people to services provided by community groups in these locations who serve psychiatric persons.

Discussion Transit mobility is a very important security for psychiatric persons BCCD has opened an Advocacy Access Project office. Psychiatric persons can use the office advocates and are urged to do so. There has been a very high rate of appeals won re. Transit passes.

Deborah Godin - Burnaby Mental Health

The Municipality of Burnaby in 1986 was the third most populated urban centre in British Columbia with a population of 145,161. It occupies 36 square miles (92 kilometers) The Burnaby Health Department services Burnaby s citizens from birth through death, with its component programs each servicing a specific sub group of the population. The major programs include Home Care Nursing, Home Care Rehabilitation, Long Term Care, Prevention, Environmental Health, Speech and Hearing, and Volunteer Services.

Clients of the Health Department live in houses apartments co-ops group homes, long term care facilities, extended care units, seniors apartments, foster homes and family care homes. We have no statistics on the number of Burnaby residents we service who would be classified as having a disability, either temporary or permanent, nor do we have statistics on the numbers of our clients who are temporarily or permanently transportationally disabled. We do know, however that this is a large proportion of our clients.

Transportation includes movement in public and private vehicles and movement within the community as a pedestrian or as a wheelchair user One s mobility may be affected by physical, mental or sensory limitations, design of buildings, sidewalks and roads, type of terrain, weather and availability of vehicle and/or attendant.

The following are some of the key concerns regarding transportation identified by the Burnaby Health Department; and, some potential ideas for improvement.

1. Existing services

For New Westminster residents handyDART is operated by the New West based Society for Senior Citizens, which also serves New West, Coquitlam, Port Coquitlam and Port Moody. Burnaby has 2,700 registered handyDART clients. About one half of handiDART's total 5,500 clients live in this area. HandyDART provides about 8,000 to 9,000 one way trips per month to its clients, again half of these are Burnaby residents. Forty percent of all service is to workshops for persons with mental handicaps. User opinion of handyDART service is generally high. Complaints about service relate to the shortage of resources. Some feel that improvement to Burnaby service would improve if the handyDART service were located in Burnaby.

Because demand exceeds supply, the following problems to the user are evident.

1. Necessity to generally book rides ahead of schedule, at least 24 hours.
2. Long bus routes to some destinations.
3. Limited access to trips across boundaries, for example, to Vancouver. This is a major problem for Burnaby residents when visiting, eg. G.F. Strong, Cancer Control Agency of B.C., Holy Family Hospital.
4. Necessity of waiting, at times, for regular rides.
5. The time taken for waiting for rides plus appointments is sometimes too great for those who are very ill or frail or who have limited physical endurance.
6. Cost of transportation can restrict use for persons on fixed incomes
7. Persons who use three-wheel scooters and cannot transfer out of them are no longer able to use handyDART due to a recent B.C. Transit Policy
8. Sometimes inappropriate groupings of clients must travel together, or a bus must travel partly empty.
9. Trips for recreational purposes are often not available, as medical appointments take precedence.
10. Recently a new therapeutic program in south Burnaby relying on handyDART with 27 potential clients, but 15 couldn't attend due to transportation difficulties.
11. For specific programs, such as Burnaby's Adult Day Care, located in the south-west corner of the large municipality, prospective clients living too far away must often be screened out.
12. Services finish earlier in the day than many users would like This means they must leave meetings and recreational appointments early

It is our belief that persons unable to use conventional transportation should have the same flexibility, spontaneity, and convenience as those using conventional transportation. In 1979, the Corporation of the District of Burnaby adopted the transportation policy "that Council support and develop public and/or private initiatives designed to provide the disadvantaged segment of the population with an equivalent opportunity for mobility as is available to other citizens."

We believe that recreational and social activities contribute greatly to the overall health of every individual. We believe each individual has the responsibility to strive for their optimal health and the right to the means to allow them to strive. a transportation system that can only allow the medical needs of its clients to be met, is short-changing those clients on their ability to achieve total health.

2. Public Transportation

Since the completion of the ALRT, bus routes and service within Burnaby, particularly South Burnaby, have been adjusted to feed into the Skytrain route. In some cases this is more convenient to users and in some cases much less convenient.

For example, many home support workers now need to transfer twice when visiting clients living along Kingsway. The bisection of Burnaby into North and South by Trans Canada Highway #1 presents difficulties in transportation and necessitates travel to one of the 6 primary or secondary arterial North to South connecting roads No parking spaces for people with disabilities are provided at Skytrain Stations which reduces the overall accessibility of Skytrain to some people.

3 Taxicabs

Seventy-seven taxicabs service Burnaby, none of these presently are modified to transport wheelchair users who cannot transfer out of their chair. The Licence Division of the Finance Department recently conducted a taxi survey of Burnaby residents and will be making some recommendations to Municipal Council. In 1985, Council adopted a position they it would consider a change in policy requiring that, 3-5% of new taxicab licences issued in Burnaby, or serving Burnaby, be for vehicles that are wheelchair accessible. No new licences have been issued since that date. Vancouver Taxi provides some wheelchair accessible taxi service to Burnaby The wait for a wheelchair accessible taxi is sometimes excessive.

4. Volunteer Transportation

Volunteers provide transportation to Burnaby citizens in a variety of ways. Clients who are unable to use public transport and are either ambulatory or able to transfer from their wheelchairs can be taken to appointments by a volunteer with either the Burnaby Health Department Volunteer Program or Burnaby Information and Referral Services. The Health Department Volunteer Program services clients to and from medical appointments in emergencies and takes clients to view potential care facilities It also conducts other volunteer staffed programs to provide outings for home-bound persons, and, provides 8 to 10 bus trips per month to 150 residents from 15 of the Long Term Care facilities in Burnaby Burnaby Information and Referral Services has 15 volunteer drivers who conduct 175-200 trips on average, monthly For 25 years they have been providing Burnaby residents with one-to-one transportation to medical appointments The volunteer waits for the clients during the appointment to take them home There is a high degree of user satisfaction with this service as it is one-to-one and the clients do not have to wait for the trip home

5 Pedestrian and Wheelchair Traffic

Burbaby's policy for curb cuts states that ramps must be installed automatically in all newly constructed sidewalks, unless a safety hazard would be posed. Curb cuts are being installed in residential areas upon request by citizens to the Municipal Engineering Department.

An intersection within Burnaby, at Metrotown, has been identified as an appropriate pilot location for auditory traffic signals to assist the visually imparied.

It is our belief that the transportation needs of clients are different and varied, therefore a range of services will continue to be required No one solution exists Recommendations:

A. General

1. That a comprehensive review be undertaken by a joint task force of government and consumer representatives to examine alternative systems and the range of transportation options. This is with a view to increasing the coordination between transportation systems, and to using the available resources most creatively and efficiently

2. That the above task force examine various strategies that may allow persons with disabilities more choice in their mode of transportation-eg redesigned buses for better accessibility, direct transportation allowances for the individual.

3. That the above task force perform a comprehensive study in each municipality of the transportation needs of those who cannot use public transportation. This review should identify short and long term goals towards the ultimate objective of accessible transportation for all.

4. That the planning of new transportation routes, and changing of old routes be done after consultation with users and potential users in the neighbourhood, for example, the residents of a nearby Long Term Care facility, the members of a local Seniors Community Center, or the residents of a nearby barrier-free co-op.

5. That, in order to achieve recommendation 3, the above task force design a Community Transportation Evaluation tool that any Municipality could use in order to identify local needs.

B. Specific to handyDART

5. That funding to B.C. Transit be reviewed in order to purchase and staff additional vehicles to meet the needs of clients.

- That the Ministry of Social Services and Housing purchase and staff buses to service group homes and workshops for mentally-handicapped persons, thereby reducing approximately 40% of existing trips.

Beata Howard - Residents Council of the Extended Care Unit Lions Gate Hospital

The presentation is being made on behalf of the Residents' Council of Evergreen House. Evergreen House is the extended Care Unit attached to Lions Gate Hospital in North Vancouver and is home to 294 residents. All residents of Evergreen House depend on wheelchairs in order to move about. While some residents are able to transfer out of their chairs and travel in a regular car, many must remain in their chairs while travelling. For those of us in the latter situation the only means of transport available is the North Vancouver handyDART service or the vehicles adapted for wheelchair use by the Vancouver Taxi Company. This Taxi Company is not located on the North Shore and therefore is subject to the vagaries of the Lions Gate Bridge traffic. For many residents private taxis are too expensive to be a feasible alternative. This leaves handyDART as the only choice.

The residents now enjoy very prompt, reliable, but limited, service from handyDART and wish to register our concern about the gaps in that service.

While it is not usually difficult to schedule a daytime weekday medical appointment on the North Shore, there is quite limited service to Vancouver. This has resulted occasionally in a resident having to give up a trusted relationship with a specialist.

Transportation for social outings is, however, the area of greatest concern to the residents of Evergreen House. When one lives in a facility it is especially important to maintain and strengthen ties with the community. The opportunity to book

transportation for social visits on the North Shore is extremely limited during the weekday evenings and while there is more time available on Saturdays and Sundays, the high demand for service means that bookings must be made very early to avoid disappointment. This means that we are seldom able to accept spontaneous invitations. The ability to plan outings on shorter notice would greatly enhance the quality of our lives.

We, the residents of Evergreen House, therefore wish to ask for additional funding to increase the handyDART service to the residents of the North Shore in order to enable us to take part in all of the normal activities of life in Greater Vancouver.

These are:

1. The opportunity to visit a physician of our choice on the North Shore or Vancouver.
2. The opportunity to visit with our family and friends on the North Shore or in the Greater Vancouver area at any time.
3. The opportunity to go to church, shop or to attend community events on the North Shore or in the Greater Vancouver area at any time.
4. The oppportunity to be reasonably spontaneous in planning our lives: to accept a last minute invitation to visit friends or to attend a social event.

Briefly we wish to be able to maintain the lifestyle which we enjoyed prior to becoming dependent on wheelchairs. A transportation service for the disabled which has inter-connecting links around the Greater Vancouver area, in fact, a service similar to the public transportation available to the general population, is what we see as being necessary to allow us to continue our previous lifestyle

Saturday, January 14th

Constance Iverson - Individual Presenter

I am a physically challenged person and I know that many share the same concerns I am about to express today in regards to the inadequacy of the transportation system.

You are asking us to help you understand some of the difficulities we have when travelling in our communities. Speaking from personal experience there is a definite lack of education that prevents the elderly and the disabled from being able to travel confidently and also safely on the existing transit system.

The Sky Train has been a totally bad experience for me. people sitting in the spaces provided for the elderly and disabled have refused to allow me to have a seat. They have discussions about why am I picking on them by asking them to give up their seat. Why? Because they were sitting in the seats that are supposed to be available for physically challenged people. There is no driver to tell them they have to give up that seat, so they don t. One of these provided seats has no back support cushion and a metal strip digs into your back. The notices informing the general public which seats are for the physically challenged are so small that they are ignored and also easily covered up so that if you are not familiar with their location, they are very diffcult to find. There is no information at the Sky Train stations informing anyone as to the location or the fact that these seats are to be provided upon request for the physically challenged person.

Further, when I take a bus I cannot stand when the bus is moving, I must sit down or my spine will be injured. There are only six seats provided for the elderly and handicapped to use at the front of the bus. As you know, to sit in these seats, one must sit sideways. What this means to anyone with a spinal injury is that it will be a very painful ride because the muscles of the back are not made to support the spine when it is being forced in a sideways motion. Because there are so few seats available for use by both the elderly and handicapped OFTEN I am forced to endure both insults and negative looks from many who cannot see my disability. Some have even questioned my right to be seated, but I feel that I do not have to explain my situation to every stranger who asks : "And what's wrong with you?"

Bus drivers have yelled at me for "not moving fast enough" when disembarking. And, in June '88, a bus door malfunctioned and closed on my arm as I was attempting to get off the bus. As a result, I was seriously injured. After this accident I attempted to inform the bus drivers on the route I frequent that I have to wait for the bus to stop moving before I can disembark and also which stop I will be getting off at. In return I have been told"well, I would hope that you would wait for the bus to stop moving before you get off."

What can be done to insure that the transportation services meet the needs of everyone in the community.

1. Educate yourselves and then the public with clear easy to read information.
2. Schedules that allow for the safety of all passengers, especially those that need a few seconds more to sit down and disembark.
3. More buses during peak hours/or when weather conditions prevent many others from driving their own vehicles.
4. Make the handyDART transportation system inexpensive and therefore accessible for the disabled.
5. Designate more courtesy seats with some facing the front of bus
6. On Sky Train have large signs that clearly indicate the courtesy seats

In conclusion, I would like to remind you that we pay for the use of this service, in the cost of our bus pass; also, through the B C. Hydro transit levy tax. There are 15 000 disabled persons in B.C. and many more elderly people and we will not be shut out of our communities by an insensitive system.

Discussion. Suggested that seats designated for disabled transit passengers be colour differentiated from regular seats. Also, important for drivers to be better trained in special-needs issues.

Jay Wadsworth and Sheila Rieger - C. N. I. B.

One of the greatest chalienges that faces a blind or visually-impaired person is to learn to get around gracefully and safely. Moving around one's home enviornment is the first task at hand. This is accomplished by everyone However venturing out the front door can be a real hurdle But for those who are willing to go out independently, they quickly need to become familiar with many different types of public transportation. An imdependent blind or visually impaired person is dependent on public transit for any distance greater than 'walking' distance.

Therefore, the comments that follow relate to making transportation systems as accessible as possible for blind and visually-impaired people. This, in turn, will help enhance the travel environnment for everyone.

Signage is a major concern. You can imagine the difficulty travelling around a transportation terminal with signs that cannot be read. The vast majority of people who are registered with CNIB have some usable vision. Therefore, if the print on major signs have large enough letters which contrast in colour with its backgroud, they can be read more easily.

Also placing signs at eye level enables those people who need to get closer to the sign that opportunity. The airline's arrival and departure monitors on the International level of Vancouver's Airport are mounted on a pillar, at eye level. Many BC Transit buses have large print display panels (black letter on a yellow background) but only above the front window. For buses that are lined up along the curb, one can t always get the right angle of view to read it. It would be better to have the bus' name repeated, at eye level, next to the front door.

Once the type of signage to be used is agreed upon, it is important to implement the decision with consistency. In the lower mainland, there are may different styles of signs that designate a bus stop. If ALL bus stop signs were wooded, 4x4 poles, a totally blind person could touch the pole to verify that they are actually at a bus stop. Consistency in implementing any procedure is important.

Printed information is usually not accessible to blind and visually impaired people. Occasionally timetables can be conveyed over the telephone. But this costly venture gets bogged down quickly when there isn t the manpower to provide this service. Transportation schedules should be available in large print and/or braille.

Some information can not be displayed graphically. Therefore, audible infor- mation can keep everyone informed. There should be announcements on buses and trains to notify people of the next stop. The SkyTrain in the lower mainland does this quite well. And to our knowledge, without complaints from the general public. Some city bus rides can be very long--it would be useful if the driver announced all major stops and transfer points. This, in turn, will help the blind or visually impaired person remain oriented while on the bus.

Although the SkyTrain is new and during its development special design consideration was given for the disabled, there are two concerns raised among the community of people with vision problems. There is a yellow, tactile strip that runs along the edge of the platform. This identifies the edge to people with some usable vision. However it is not wide enough and situated too close to the edge to be detected by someone who has no useful vision and uses a cane to travel around.

The second concern regarding the SkyTrain is that there appears to be times when the doors of the train need to be opened manually by pushing a button. This adds an unnecessary procedure to entering the train. The train doors should open automaticaly at every stop.

Transportation terminals are not designed with blind and visually-impaired people in mind. There needs to be better wayfinding systems for locating the reception desk and/or the departure gate. When entering the train terminal, there is no tactile or auditory indicator to locate the ticket purchase desk. A carpeted walkway leading from the main entrance to the desk would give the necessary guidance.

At most ferry terminals, there are walkways to the ferries that are only identified by a painted line. If that painted line were either raised slightly or dropped into a curb, it would give a better indication to a blind traveller.

Once at a ticket counter, or the vehicle, most personnel are helpful. But they are not always knowledgable in how to deal with a blind or visually- impaired person. Besides the interpersonal dealings, some staff are unsure on procedure pertaining to a guide dog. All transportation personnel should be well-trained in how to deal with special-needs passengers.

Many blind and visually impaired-people are unable to cope with public transportation. Their use of custom transit systems, like handyDART is beneficial. However, many people have negative experiences with this system. We have heard complaints that the system is unreliable or offers no evening or weekend service in some areas. It is apparent that more money needs to be put into the custom transit systems to meet the demands of service.

Rene Poirier - Theatre Terrific

Self-betterment is an outgrowth of classes offered by Theatre Terrific Some challenges around transportation exist for some people, mostly for the mentally handicapped. Some handyDART riders in particular arrive an hour early for class, or have to wait an hour after class for pick-up.The teachers find that very challenging- they get there maybe to find someone is lost.

For the physically challenged there should be some other priorization in terms of who rides handyDART. There are people riding who shouldn't be, and yet others who should have access to system and aren't allowed. There should be strict guidelines as to who can and who can't use the handyDART system. Maybe proper screenings, medical forms, perhaps. Or, passenger responsibility. Mr. Poirier mentions that he called up handyDART and got registered over the phone.

There should be better standards of encouraging independence for those wanting to ride handyDART. More initiative should come from the system. For instance, cancellations; and, being able to be at a certain place at a certain time. Passengers need to take responsibility as well by at least being visible to the driver for pick-up purposes. So, responsibility has to be shared, and action has to be taken to make the community work better.

He recommends on behalf of Theatre Terrific proper screening as well as more passenger responsibility. The theatre wants to provide quality arts and drama to those interested in bettering that part of their lives, but we had to challenge them to become more responsible to get to classes on time.

Betty O'Duffy-Brennan - Disabled Teens & Young Adults Club, Douglas Park Community Centre

Teens & Young Adults Club has been operating for many years and is the only program of its kind in the Greater Vancouver area. It should be looked upon as a very important outlet for our disabled teens and young adults. For some it is the only outing they get where they can meet friends who understand them and have similar problems.

I feel that we are taking GIANT steps backward in our society today regarding awareness of disabled people. When I phone Pacific Transit it seems to take forever. When I do manage, depending on who I get, they cannot help me or they put me on hold. One day I was on hold for one hour!

I try to arrange outings ahead of time, but when I ask "how long do I have to book ahead of time?" one tells me, 4 days, and another says 5 days, and yet another tells me 2 weeks. I wish they could all get together and come up with one time. I find it very frustrating to be left dangling about like that, what must it be like for a disabled person that is trying to be independent to have to get someone to keep phoning for them? On a number of occasions the buses have arrived late. Some drivers are wonderful and really sorry if they have a backlog of people others do not care. it must be terrible to be left sitting in a wheelchair for 1/2 hour in the rain waiting. As well, doctor s appointments take first priority. And some handicapped persons feel quite sure that if they don't get the opportunity to socialize at least once a week, they will certainly need to visit their doctor more often.

Pacific Transit really have their hands full. I am sure they are doing what they can with what monies they have. More money should be allotted to supply more workers, phones, buses and a better organized transportation system.

Cathy Grant - The Association for Persons with Severe Handicaps, Lower Mainland Chapter (T.A.S.H.)

HandyDART operators need more government money so they can operate better. In places like Surrey and Delta its really hard to get to friends or have people visit you. Integration into the larger community is very frustrating.

Discussion Cathy is a TASH board member and she cannot stay for the duration of meetings because she is dependent on the handyDART timetable. She is starting to use the SkyTrain but needs someone with her as she finds it scary to use it alone.

HandyDART system of booking 3-4 days ahead. One can call to see if there have been any cancellations. Often there are "5" of the time.

Recent announcements of the new handyDARTS which are going to solve the transportation problems of pre-school children with multiple handicaps. There is a vast gap in the need. 18 of 31 new handyDART vehicles are for Vancouver. Mayor Campbell couldn t say how many were for Vancouver or how they are to be distributed provincially.

Improved training of drivers needed. More time allowance on bus schedules for allowing disabled persons time to safely get on and off the bus.

Peter Carver - Disabled Person s Advocacy Project

Mr. Carver is appearing in his capacity as a lawyer with the Disabled Person s Advocacy Project, which is a legal project in downtown Vancouver with Vancouver Community Legal Action Society (VCLAS) legal assistance society. The project is concerned with promoting the legal rights of people with disabilities. Mr. Carver s is also involved with the Committee to Promote Acccessible Conventional Transit (COMPACT). Accessible conventional transit means lifts on the buses in the public transit system in the urban areas.

There is a legal right for all persons to be able to use public transit services. Making the conventional sytem accessible is not just a financial proposition. It is our belief that the law now would require access to the conventional transit system, no matter how much it would cost, or how many people it would serve. By our lobbying efforts we are in effect assisting the provincial and municipal governments to get BC Transit in compliance with the law which they have not been doing for the past few years. The law is from two sources Human Rights legislation, section 3, of the BC Human Right's Act which requires that every service/facility customarily available to the public be made available in a non-discriminatory fashion including without discrimination on the basis of physical disability. In law that requires that a public service or facility must be physically accessible to what is considered a reasonable degree, i.e. technologically possible, and so on.

Public transit in a city like Vancouver and Victoria and comparing our service to some U.S. cities combined with modern technology and the need there would be no problem with a case going forward there would be no problem getting BC Transit to put lifts on public transit vehicles.

The other legal source is Section 15 of the Charter of Human Rights and freedoms which prohibits any discrimination on any disability. Law statutes provide for public transit in the law. Therefore BC Transit, in the allocation of funds, is under under an obligation to non-discriminate in the allocation of funds and the service they buy. The public transit is a major service government is purchasing with those funds. Therefore, public transit should be accessible by having lifts on public transit vehicles. Public transit is a right, and we should never forget that. Custom service like handyDART also is subject to these laws, although there are slightly different considerations there perhaps as they are run by separate programs, but they are subject to the same laws.

COMPACT was formed to promote accessible conventional transit and the committee has made it clear that we do not see accessible public transit vehicles in the urban as a substitute for a strong and good and expanded handyDART service We need these with a fully integrated system to meet the needs that exist as best can be done within the mobility impaired community. We are strongly in favour of this move towards accessible conventional transit and believe it will meet a lot of the needs that handyDART cannot no matter how expanded handyDART was to become

Segregation comes with a custom transit system, like handyDART. It is necessary However most wheelchair users have never been in a public bus, never integrated within the larger community Everyone respects the handyDART vehicles on the roads, but it makes for segregation, not integration Let's get into the buses and ride with everybody else: it s another part of disabled people being seen as part of the community, as nothing to be stared at, as nothing to be thought strange it s another way of breaking that down.

Lobbying: In June of '88 presentations were made to the Vancouver Regional Transit Commission on accessible conventional transit and the Commission unanimously accepted that as the policy that they would like to see implemented in Vancouver. They put that recommendation forward to the Board of BC Transit which has the authority in this area subject to the funding treasury board approves for capital expenditures proposed by the Board. It has been before the BC Transit Board since Summer 88 and COMPACT has maintained contact with them and in August they agreed with the idea of accessible transit in principle, but then moved it forward into the hands of the three-member task force chaired by Mayor Campbell of Vancouver to look at details and to come back with some proposals and an implementaion plan

On December 12, '88, 35 new buses were ordered to be made ready for wheelchair elevators It is not exactly a commitment as yet as every bus purchased by the system will also be made ready to have elevators installed. I think they are looking at this as a Vancouver matter. It is for every community, for every public bus that is purchased for the system and every bus should be lift equipped no matter what community it is serving; certainly Victoria is a major urban area and deserves this same kind of service.

It appears to be going forward. Whenever we press and push we get responses that indicate that it is going forward. The impiementation plan being drafted is supposed to be available for public release and discussion we understand may be ready by the end of January '89. The communication by BC Transit on this matter is not good; that may not be any different than the way they handle other matters with other sectors of the community. It is like pulling teeth getting information on what they have decided after their board meetings. Until they are on the public record in respect to what tney are doing, and there is a fairly strong commitment, we have to be fairly guarded in our optimism. Because things seem to be moving forward there is at this time no legal action going on. Should this progress be stalled, I think that would be one appropriate avenue that should be and may well be considered by people who consider this kind of action overdue.

People might take equality rights forward as a human rights complaint in the future

Discussion A Senior makes note of how buses do not consider the rights of the many seniors on bus and there are fast starts and stops standing in buses, climbing steep steps etc. There is a senior on the COMPACT board. The BC Transit decision makers did go to Seattle to assess their integrated system in December '88

Gerry Santa-Lucia - Individual Presenter

There are 52 handyDART buses in Vancouver but only 7 are used at night. This is not right as many more disabled people need to use service at night.
Also why doesn't Vancouver Taxi hire more drivers ? I think we should picket the government to get more drivers for both handyDART and wheelchair-taxi drivers. Wheelchair persons have to miss events because they can't change plans as there are not enough handyDART vehicles available

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May 31, 1989

Mr. Tom Bruusgaard ..... via Fax (#892-9152)
Economic Development Commissioner
Sea-To-Sky Economic Development Commission
P.O. Box 2539
Squamish, B.C.
V0N 3G0

Dear Mr. Bruusgaard:

Re: Squamish Municipal Airport Feasibility Study

We have just initiated our work on the above study. Recognizing, however, that the District's "Regional Transportation Plan" is being assembled, we are passing along a few initial comments concerning Squamish Municipal Airport as requested at this time.

Our preliminary investigations show that Squamish Airport has the physical capability to develop as an airport of regional importance. Importantly, the District's anticipated economic development could be facilitated by improved airport facilities. Our initial research also suggests, based on the proximity of Squamish to both Vancouver and the Whistler resort area, that market potential arising from Vancouver International Airport congestion and Whistler's increasing popularity represent good potential for your municipal airport.

In our opinion, based on our experience, it is necessary to develop, provide and promote airport facilities and services to attract business. Accordingly, our initial findings suggest that the following should be encouraged:

- runway extension to 3000 feet to the south with further expansion capability in the future to 3600 feet;
- parallel taxiway development;
- night lighting to accept incoming aircraft within specific time limits;
- preparation of an airport zoning plan to designate appropriate areas for specific commercial and recreational interests;
- development of serviced airport lots for leasing purposes on a staged and demand supported basis;
- improvement to existing tie-down capability and expansion of this capability;

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- provision of adequate water, power and waste disposal infrastructure to support airport-based commercial activity; and

- provision of supporting facilities (e.g. building, hangar, etc.) and supporting services (e.g. maintenance, fuel, food, etc.) to facilitate airport operations and encourage its use.

We have only started our analysis of market demand. Municipal airport facilities and services are, however, required to attract business. Action will be required to plan, zone, develop and promote Squamish Airport to penetrate existing markets.

Our initial conclusions suggest that Squamish Airport can appeal to specific markets and currently unserviced market niches, primarily due to its location. Given developments planned and underway at Pemberton Airport, however, Squamish Airport must develop in a complementary manner. We feel that the facility can offer distinct advantages (e.g. proximity to Vancouver and Whistler, year-round sea-level access, facilities and services not available in Pemberton, etc.) to aircraft owners and operators and air passenger/freight carriers. These advantages may help to develop Squamish Airport as a centre for transitting passengers and commercial activity.

At this stage of our analysis, we believe that Squamish Airport has the potential to develop facilities and services to attract business. We encourage you to include your airport as a strategic facility and service in the District's Regional Transportation Plan. Our Final Report will relate current and future demand to airport development requirements. The specific developments suggested above, however, will prove beneficial to the airport, your community and the region. Benefits derived and the financial implications of these developments will be addressed during our work.

We believe that Pemberton Airport and Squamish Airport can develop together in a complementary manner to service the growing demands of the Whistler resort project. While our evaluation of Squamish Airport's potential is yet to be completed, the basic developments listed above will likely be fundamental if the facility is to become regionally significant within the framework of the Lower Mainland's transportation system.

We look forward to completing our work and to providing more specific direction for the development of Squamish Airport.

Sincerely yours,

NOVACORP CONSULTING INC.

Neal E. Millbank
Managing Director